

GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month in the interest of progressive Grain Dealers

Vol. XXXII. No. 4.

CHICAGO, ILL., FEBRUARY 25, 1914.

PRICE \$1.50 PER YEAR
TEN CENTS PER COPY

McKENNA & RODGERS
COMMISSION MERCHANTS
SHIPPERS CORN OATS
60 Board of Trade Chicago

WILL SELL FOR YOU WILL SELL TO YOU
WILL BUY FROM YOU
CORN
Any Grade Any Amount Any Route
E. STEEN & BRO., BALTIMORE, MD.

STEELE-BRIGGS
SEED CO., LTD. TORONTO, ONT.
SEEDS
ALSIKE, RED CLOVER, TIMOTHY, CAN.
BLUE GRASS, FLAX, OATS
CORRESPONDENCE SOLICITED

P. B. & C. C. MILES
ESTABLISHED 1875
INCORPORATED 1910
PEORIA, ILL. Handling Grain on Commission
OUR SPECIALTY

James E. Bennett & Co.
400-405 Postal Telegraph Bldg., CHICAGO
Grain Shipments and Future
Orders Solicited.
ST. LOUIS PEORIA
211 Chamber of Commerce 324 So. Washington St.

Tyng, Hall & Co.
GRAIN COMMISSION
Correspondence Solicited Peoria, Ill.

The Ady & Crowe
Mercantile Co.
WHOLESALE GRAIN AND HAY
1900 Fifteenth St., DENVER, COLORADO

COW PEAS
FOR PLANTING
Car lots or less.
RONEY & CO., MEMPHIS, TENN.

WHEAT
CORN **ATS** **RYE**
J. A. Manger & Co.
216-218 Chamber of Commerce, Baltimore, Md.

Established 1877
Langenberg Bros. & Co.
ST. LOUIS, MO.
Grain and Hay Commission
Branch Office, New Orleans, La.

Goffe & Carkener
Grain Commission
St. Louis Kansas City

COURTEEN SEED CO.
RED-WHITE-ALSIKE-ALFALFA
Clovers, Timothy
MILLETS, GRASSES, ETC. GRAIN BAGS
Milwaukee, Wis.

THE GALE BROS. CO.
CINCINNATI, OHIO
WANT YOUR BUSINESS
GRAIN—HAY—FEED
TRY US

CONSIGNING ANY GRAIN TO

BUFFALO?

TRY

DUDLEY M. IRWIN

1117 Chamber of Commerce, BUFFALO, N. Y.

Complete Grain Handling Equipments

We are manufacturers of and can furnish promptly whatever may be required for the economical and efficient handling of material in large or small elevators.

We have our own foundry, machine shop, and sheet metal department. We are headquarters for general supplies.

H. W. Caldwell & Son Co. Western Ave. Chicago
17th-18th St.

New York City, Fulton Bldg., Hudson Terminal, 50 Church St.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

AMARILLO, TEX.

Early Grain & Elevtr. Co., whol. grain, hay, seeds.
Plains Grain Co., E. S. Blasdel, grain, field seeds.

ATCHISON, KANS.

Blair Elevator Co., receivers and shippers.*

ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.*

AUGUSTA, GA.

Lamb & Hollingsworth, flour, grain, provisions.*

BALTIMORE, MD.

Chamber of Commerce Members.
Blackburn & Co., C. P., grain recvrs., exporters.*
Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Fahy & Co., John T., gr'n receivers & expts.*
Gill & Fisher, receivers and shippers of grain.*
Hammond, Snyder & Co., Inc., receivers, expts.*
Hax & Co., G. A., grain, hay, seeds.*
Herzer & Son, Gustav, grain, seeds, hay.*
Jones & Co., H. C., grain and hay.*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Steen & Bro., E., hay and grain.*

BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.
Hasenwinkle Grain Co., grain brokers.
O'Neil & Gyles, grain brokers.

BOSTON, MASS.

Chamber of Commerce Members.
Benzaquin, Matthew D., grain brokerage, com'n.*
Littlefield Co., Henry, commission merchants.
McLean Alpine Co., The, grain and hay.*
Ranlet Co., The D. W., grain and mill feed.

BOURBON, IND.

Delp Grain Co., E. E., grain and mill feed.

BUFFALO, N. Y.

Corn Exchange Members.
Alder-Stofer Grain Co., grain commission.*
Buffalo Cereal Co., grain.*
Burns Grain Co., grain commission.*
Churchill Grain & Seed Co., buyers, shippers.*
Doorty-Ellsworth, Inc., brokerage & commission.
Eastern Grain Co., receivers & shippers of grain.*
Electric Elevtr. & Mfg. Co., recvrs. and shippers.*
Harold, A. W., grain, barley a specialty.
Heathfield & Co., Inc., W. G., strictly commission.
Heinold, John G., grain and feed.
H. O. Company, manufacturers of cereals.*
Irwin, Dudley M., barley.
Lewis Grain Co., salvage & sample grade grain.
Pierce, Geo. E., Wheeler elevators.*
Ratchliffe, S. M., consignments solicited.
Seymour Grain Co., commission merchants.
Townsend-Ward Co., grain commission.*
Urmston Grain Co., grain commission.*

BUSHNELL, ILL.

Cole, G. W., grain broker.

CAIRO, ILL.

Board of Trade Members.
Antrim & Co., H. S., receivers and shippers.*
Halliday Elevator Co., corn, oats.*
Hastings Co., Samuel, receivers and shippers.
Maze Grain Co., grain.*
Thistlewood & Co., grain and hay.

CEDAR RAPIDS, IA.

Cedar Rapids Grain Co., receivers and shippers.

CHAMPAIGN, ILL.

Baldwin & Co., H. I., grain brokers.
Edwards, A. H., grain broker.
Johnson & Co., C. E., grain brokers.

CHICAGO, ILL.

Board of Trade Members.
Armour Grain Co., grain buyers.*
Bailey & Co., E. V., grain commis'n merchants.*
Barrell & Co., Finley, grain, stocks, provisions.*
Bennett & Co., Jas. E., commission merchants.*
Brennan & Carden, grain and seeds.
Carhart Code Harwood Co., grain commission.*
Cowan Co., W. S., commission, grain and seeds.
Crighton & Lasier, grain commission.*
Delany, Frank J., grain commission.*
Dole & Co., J. H., grain and seeds.*
Fitch & Co., Walter, W. K. Mitchell, Mgr.*
Fraser Co., W. A., grain commission.*
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., grain, seeds.*
Hoyt & Co., Lowell, commission, grain and seeds.
Hooper Grain Co., receivers, shippers.*
Lamson Bros. & Co., consignments solicited.*
McKenna & Rodgers, commission merchants.*
Merritt Co., W. H., grain, seeds.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Nash-Wright Grain Co., grain, prov., seeds.*
Norris & Co., grain merchants.*
Nye & Jenks Gr. Co., commission merchants.
Perrine & Co., W. H., grain and commission.

CHICAGO—Continued.

Press & Co., W. G., grain, provisions, stocks, etc.
Quaker Oats Co., buyers of grain.
Quinn, Geo. B., grain commission.
Rang & Co., Henry, grain commission.
Rogers & Bro., H. W., grain and seeds.
Rogers Grain Co., buyers and shippers.
Rosenbaum Bros., receivers, shippers.*
Rosenbaum Grain Co., J., receivers and shippers.
Rothschild Co., D., barley and malt.
Rothschild Co., The Moses, general grain com'n.
Rumsey & Company, grain commission.*
Sawers Grain Co., grain commission.*
Schiffin & Co., P. H., commission.*
Sincere & Co., Chas., N. Y. stocks, Chicago grain.
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., Clarence H., commission.
Udike Commission Co., grain commission.*
Vehon & Co., M. L., grain commission.*
Wagner Co., E. W., receivers and shippers.*
Ware & Leland, grain seeds.

CINCINNATI, O.

Chamber of Commerce Members.
Allen & Munson, grain, hay, flour.*
Blumenthal, Max, grain, barley a specialty.*
Brown & Co., W. L., consignments.
Cincinnati Grain Co., commission merchants.
Fitzgerald Bros. Co., strictly commission.*
Gale Bros. Co., grain, hay, feed.*
Gray, Ralph, receiver and shipper.
Union Gr. & Hay Co., grain buyers & commiss'n.*
Van Leunen & Co., Paul, consignments.*
Whitcomb & Root, grain, hay, millfeed.

CLEVELAND, O.

Abel Bros., hay, grain, feed.
Bailey, E. I., grain and millfeed.*
Bennett, W. A., receivers grain, hay & millfeed.
Cleveland Grain Co., The, receivers and shippers.*
Gates Elevator Co., receivers and shippers.
Kemper, J. P., grain, hay and millfeed.
Sheets Bros.' Elevtr. Co., The, grain, hay, straw.
Shepard, Clerk & Co., grain, hay and straw.*
Star Elevtr. Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., grain, seeds, hay, straw.*

COLORADO SPRINGS, COLO.

Seldomridge Grain Co., grain dealers.

COLUMBUS, O.

Buckeye Grain & Mfg. Co., grain, hay & feed.

CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain, seeds.*

CUMBERLAND, MD.

Marley & Co., grain and hay distributors.

DAVENPORT, IOWA.

Interior Grain Co., buyers and sellers of grain.

DECATUR, ILL.

Kizer & Co., grain brokerage.
Smith & Co., F. P., grain brokers.

DENVER, COLO.

Board of Trade Members.
Ady & Crowe Mercantile Co., grain, hay.*
Longmont Farmers Mill & Elevtr. Co., flour, grain.
Scott, E. E., broker, grain, cottonseed, meal, bags.

DES MOINES, IA.

Des Moines Elevator Co., receivers and shippers.
Lockwood Grain Co., E. A., grain & millfeeds.*
Squires Grain Co., S. E., grain merchants.*
Taylor & Patton Co., buyers and shippers.*
Wright & McWhinney, grain com'n merchants.

DETROIT, MICH.

Board of Trade Members.
Dumont, Roberts & Co., receivers, shippers.*
H. M. Hobart & Son, grain, hay, millfeeds.*
Lapham & Co., J. S., recvrs. & shippers of grain.*
Caughey-Swift Company, grain buyers.*
Simmons & Co., F. J., grain, hay and straw.*

DULUTH, MINN.

Johnson-Olson Gr. Co., grain commission.

FORT WORTH, TEX.

Grain and Cotton Exchange Members.
Dorsey Grain Co., receivers, shippers.
King-Douglas, W., grain, feedstuff & brokerage.
Kolp, E. R. & D. C., grain and seed dealers.*
Werner Wilkens Grain Co., receivers & shippers.

FRANKFORT, IND.

Frank & Co., Wm., grain brokers.*

GALVESTON, TEX.

Board of Trade Members.
Fordtran, J. S., grain commission merchant.
Jockusch, Davidson & Co., grain, hay, exporters.
Wisrodt Grain Co., wholesale grain elctr., facilities.

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

INDIANAPOLIS, IND.

Board of Trade Members.
Belt Elevtr. & Feed Co., receivers and shippers.
Boyd, Bert A., Indianapolis commission man.*
Files-Thomson Co., field seeds & grain.
Jordan and Company, wholesale grain.
Kinney Grain Co., H. E., receiver and shipper.*
Minor, B. B., grain consignments solicited.
Mutual Grain Co., grain commission.*
Reliance Grain Co., recvrs. & ship's hay & grain.
Shotwell & Co., C. A., grain, flour, feed.
Witt, Frank A., grain commission & brokerage.

JACKSON, MICH.

Stockbridge Elevator Co., grain, beans, hay.

KANSAS CITY, MO.

Board of Trade Members.
Barrett Grain Co., grain commission.*
Beach Grain Co., grain commission.*
Benton Grain Co., screenings and seeds.
Clay Grain Co., F. B., grain commission.*
Croysdale Grain Co., grain commission.*
Davis & Co., A. C., grain commission.*
Denton Kuhn Gr. Co., consignments.*
Ernst-Davis Grain Co., commission.*
Fisher Com. Co., E. D., grain commission.*
Fisher Gr. Co., C. V., receivers & shippers of gr.*
Fox-Miller Grain Co., receivers and shippers.*
Goffe & Carkner, recvrs. and shprs. of grain.*
Hinds Grain Co., The, receivers, shippers.
Houston Carpenter Gr. Co., cash & futures, grain.
Logan Bros. Grain Co., grain commission.*
Moffatt Commission Co., grain.*
Moore-Seaver Grain Co., receivers and shippers.*
Moore-Lawless Grain Co., grain receivers.*
Morrison Grain Co., grain merchants.
Nicholson Gr. Co., W. S., grain commission.*
Norris Grain Co., grain merchants and exporters.
Roehen Grain Co., E. E., grain, flour, millfeed.*
Russell Grain Co., hay our specialty.
Shannon Gr. Co., consignments solicited.*
Steele & Co., H. H., grain and seeds.*
Terminal Elevators, receivers, shippers.*
Thresher Fuller Grain Co., grain commission.*
Vanderslice-Lynds Co., grain commission.*

KENTLAND, IND.

McCray, Morrison & Co., track buyers.*

KOKOMO, IND.

Dutchess, Owen A., grain broker & track buyer.
Farnsworth, F. H., grain broker and track buyer.

LA FAYETTE, IND.

Heinmiller, F. G., track buyer of grain.

LOUISVILLE, KY.

Board of Trade Members.
Bingham-Hewett Grain Co., recrs. & shprs. grain.*
Callahan & Sons, receivers and shippers of grain.*
Edinger & Co., grain, hay, flour.
Fruechtenicht, Henry, hay, grain, mill products.
Thomson & Co., W. A., corn, oats and rye.
Verhoff & Co., H., receivers and shippers grain.*
Zorn & Co., S., grain.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.

MEMPHIS, TENN.

Merchants Exchange Members.
Brown & Co., W. P., wholesale grain & hay.*
Buxton, E. E., broker and grain commission merchant.
Clark, Burkle & Co., grain & hay dealers.
Davis & Andrews Co., grain dealers.*
Horton & Co., J. B., grain & hay commission.
Scruggs-Robinson Co., brokers & com. merchants.
U. S. Feed Co., corn, oats, hay, consignments.
Webb & Maury, grain and hay.*
Wyatt, E. W., grain, hay and millfeed broker.

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

MERIDIAN, MISS.

McInnis, A. H., broker, gr., hay, cottonseed pdts.

MIDDLE POINT, O.

Pollock Gr. Co., trk. byrs., ear corn, oats, straw.

MILWAUKEE, WIS.

Chamber of Commerce Members.
Bartlett & Son Co., L., grain commission.*
Donahue-Stratton Co., grain dealers.*
Ellsworth, B. G., grain consignments.
Hadden Co., E. G., grain commission mchts.*
Kaum Company, P. C., barley and rye.*
Lauer & Co., J. V., grain commission.
Owen & Co., O. C., grain commission.
Owen & Brother Co., grain commission.
Rankin & Co., M. G., shippers, corn, oats, barley.
Rialto Elevtr. Co., grain receivers & shippers.
Stacks & Kellogg, grain merchants.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

MINNEAPOLIS, MINN.

Chamber of Commerce Members.
Benson-Newhouse-Stabeck Co., grain commission.*
Brown Grain Co., grain commission.*
Carter, Sammis & Co., grain commission.
Cereal Grading Co., grain merchants.
Davies & Co., F. M., grain commission.*
Fraser-Smith Co., grain commission.*
Gatchell-Tanton Co., grain commission.
Gould Grain Co., grain merchants.
Hankinson & Co., H. L., grain commission.
Malmquist & Co., C. A., grain commission.
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
McDonald & Wyman, grain commission.*
Poehler Company, H., grain commission.*
Quinn Shepherdson Co., grain commission.*
Stair, Christensen & Timmerman, gr. commission.*
Turle & Co., grain commission.
Van Dusen-Harrington Co., grain merchants.*
Welch Co., E. L., grain commission.*
Wyman & Co., C. C., grain commission.*
Zimmerman, Otto A., barley specialist.*

MOBILE, ALA.

Kimbrough Co., E. H., grain buyers.*

NASHVILLE, TENN.

Rose, Caswell E., corn, oats, hay, feedstuffs.

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW CASTLE, PA.

Hamilton, C. T., hay, straw, grain, millfeed, pro.

NEW YORK CITY.

Produce Exchange Members.
Brandt, Robert G., grain broker.*
Forbell & Co., L. W., grain commission.*
Kensch & Schwartz Co., oats, corn, wheat.
Robinson, G. B., Jr., grain and millfeeds.
Yellowlee, R. A., & Co., grain commn. mchts.*

NORFOLK, VA.

Oofer & Co., J. H., wholesale grain.
LeGrand & Burton, grain and hay brokers.*

NORTH MANCHESTER, IND.

Kinsey Bros., grain, hay & seed merchants.

OKLAHOMA CITY, OKLA.

Kolp, E. R. & D. C., grain and seed dealers.

OMAHA, NEB.

Grain Exchange Members.
Beal-Vincent Grain Co., receivers, shippers.*
Cavers Elevator Co., receivers and shippers.*
Crowell Elevator Co., receivers, shippers.*
Holmquist Elevator Co., receivers and shippers.*
Huntley, E. E., broker.
Imperial Mig. Co., grain consignments.
Iowa Elevator Co., receivers and shippers.
Kern, C. E., grain broker.
McCaull-Dinsmore Co., grain.
Merriam Commission Co., consignments.
Omaha Elevator Co., receivers, shippers.*

OMAHA—Continued.

Saunders-Westrand Co., receivers and shippers.
Thresher, E. R., grain broker.
United Grain Co., grain commission.
Updike Grain Co., grain commission.
Weekes Grain Co., receivers and shippers of grain.

PEORIA, ILL.

Board of Trade Members.
Arnold & Co., F. W., grain consignments solicited.
Bowman & Co., Geo. L., grain commission.
Buckley, Pursley & Co., grain and seeds.*
Dewey & Sons, W. W., grain commission.*
Grier & Co., T. A., grain commission.*
Miles, P. B. & C. C., grain commission.*
Mueller Grain Co., receivers and shippers.*
Rumsey, Moore & Co., grain receivers.*
Tyng, Hall & Co., grain commission.*

PHILADELPHIA, PA.

Commercial Exchange Members.
Baringer, M. F., grain and millfeed.*
Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., Ezl., flour, grain, feed.*
Lemont & Son, E. K., hay, grain, millfeed.*
Miller & Sons, L. F., grain, seeds, hay.*
Pultz & Co., J. B., grain and feed.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Edw. M., grain and feeds.*
Standard Hay & Grain Co., grain, hay & straw.
Stites, A. Judson, grain and millfeed.

PIQUA, OHIO.

Kress Co., The Harry W., trk. buyers, gr. & hay.*

PITTSBURG, PA.

Members Grain and Hay Exchange.
Austen Bros., grain, hay and millfeed.*
Elwood & Co., R. D., hay and grain.*
Foster, C. A., grain, hay, feed.*
Geldel & Dickson, grain and hay.*
Hardman & Heck, grain, hay and millfeed.*
Heck & Co., W. F., grain, hay and millfeed.*
Herb Bros. & Martin, grain and hay.*
Mahood Hay & Grain Co., hay, corn & oats.*
McCaffrey's Sons Co., Daniel, hay, gr'n, millfeed.*
McCague, R. S., grain, hay.*
Seavey & Clark, grain, hay & millfeed.*
Smith & Co., J. W., grain, hay, feed.*
Stewart, D. G., & Geldel, grain, hay and feed.*
Walton Co., Sam'l, grain and hay.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.
Worth, W. A., cash grain.

PUEBLO, COLO.

McClelland McT'l I. & R. Co., grain, hay & feed.

RICHMOND, VA.

Adams Gr. & Prov. Co., grain, feeds, seeds.
Beveridge & Co., S. T., grain, hay, feeds, seeds.
Southern Brokerage Co., grain, hay, feeds & seeds.

SAGINAW, MICH.

Carr Co., Henry W., grain, hay, beans, seeds.

SIoux CITY, IOWA.

Board of Trade Members.
Fields & Slaughter Co., grain, hay and feed.
Flanley Grain Co., grain commission.
Iowa-Dakota Gr. Co., grain & com. merchants.

SIoux FALLS, SO. DAK.

German Grain Co., buyers and shippers.

ST. JOSEPH, MO.

Gordon Comm. Co., T. P., grain dlr. and broker.*
Musterman & Co., Wm., grain, hay, rcvrs., shprs.

ST. LOUIS, MO.

Merchants Exchange Members.
Bushfield & Co., J. A., grain brokers.
Elmore Schultz Gr. Co., rcvrs. & shprs. grain.
Goffe & Carkner Co., grain commission.*
Graham & Martin Grain Co., grain commission.*
Green Commission Co., W. L., grain.*
Langenberg Bros. & Co., grain commission.*
Morton & Co., grain, hay and seeds.
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain & grass seed.*
Toberman, Mackey & Co., consignments solicited.*
Turner Grain Co., grain commission.

STREATOR, ILL.

Mills & Clifford, grain merchants.

TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.*

TIPTON, IND.

Urmston Grain Co., receivers and shippers.

TOLEDO, O.

Produce Exchange Members.
De Vore & Co., H. W., grain and seeds.*
Goemann Grain Co., grain buyers.*
King & Co., C. A., grain, clover, seed.*
Paddock-Hodge Co., The, receivers & shippers.
Rundell & Co., W. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenbiser & Co., John, rcvrs. & shippers of gr.
Zahn & Co., J. F., grain, seeds.*

TRINIDAD, COLO.

Bancroft-Marty Feed & Produce Co., hay & grain.

WASHINGTON, D. C.

Craig, J. V., hay and grain broker.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., shippers.

WINFIELD, KANS.

Hayes & Co., John, wholesale grain.

WINNIPEG, MAN.

Bawlf Grain Co. The N., oat shippers.
Matheson Lindsay Grain Co., grain commission.
Richardson & Sons, Ltd., James, grain shippers.

*Members Grain Dealers National Association.

PEORIA BOARD OF TRADE MEMBERS

MUELLER GRAIN COMPANY

Receivers and Shippers

GRAIN & HAY

Consignments Solicited. Track Bids Made on Request
Room 39 Chamber of Commerce, Peoria, Ill.

RUMSEY, MOORE & CO.

GRAIN COMMISSION

Board of Trade PEORIA, ILL.
Your Consignments solicited—Personal attention—
Quick Returns to all. Ask for Our Bids

BUCKLEY, PURSLEY & CO.

Commission Merchants

GRAIN AND SEEDS

10 Chamber of Commerce, PEORIA, ILL.

CLARK'S Car Load Grain Tables

Seventh Edition Revised and Enlarged

WITH these tables you can quickly check up all reductions and detect and prevent errors, which in the car lot business are liable to run into the hundreds of bushels. Largest and most complete car load reduction table ever published. Five new tables have been added and a set of tables for Malt is included in this new edition. RANGE—Oats and Cotton Seed (32 lbs.), 7 tables, from 20,000 to 97,000 lbs. Malt (34 lbs.), 5 tables from 20,000 to 75,000 lbs. Barley, Buckwheat and Hungarian Grass Seed (48 lbs.), 7 tables, from 20,000 to 97,000 lbs. Corn, Rye and Flax Seed (56 lbs.), 9 tables, from 20,000 to 118,000 lbs. Wheat, Clover, Peas and Potatoes (60 lbs.), 9 tables, from 20,000 to 118,000 lbs. The number of bushels in any weight of grain within the numbers specified above are given in bold face type, the remaining pounds in light face type. Pounds are printed in red and bushels in black. PAPER—These tables are printed on durable heavy linen ledger paper and bound in leather covers with marginal index. Price, delivered, \$2.50.

GEO. L. BOWMAN & CO.

GRAIN COMMISSION

PEORIA,

ILLINOIS

It is of Mutual Benefit to
Mention The JOURNAL
when writing Advertisers

GRAIN DEALERS JOURNAL 315 So. La Salle St., CHICAGO ILLINOIS

PITTSBURGH GRAIN AND HAY EXCHANGE MEMBERS

Forty-Two Years

"ON THE JOB SINCE '72"

of experience has enabled us to give you everything that is desired in the handling of your grain. Ship us your next car and test our ability.

PROPRIETORS

Iron City Elevator
—the only fireproof one
in Pittsburgh.

D. G. STEWART & GEIDEL**PITTSBURGH, PA.**

CAIRO BOARD OF TRADE MEMBERS

MAGEE GRAIN CO. Request daily card bids
CAIRO, ILL. Sell or Consign Us

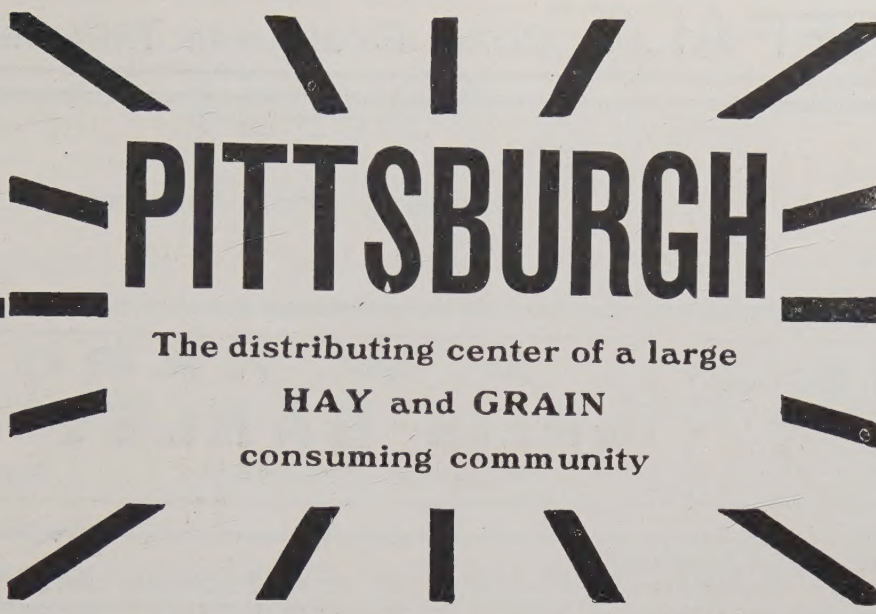
Halliday Elevator Company
Cairo, Ill. St. Louis, Mo.

Consignments Solicited**Write Us**

Experience, Capacity, Up-to-date methods
assure **you** service such as **you** want.

YOUR MESSAGE

Let the Grain Dealers Journal your message bear
To progressive grain dealers everywhere.



PITTSBURGH

G
R
A
I
N

The distributing center of a large
HAY and GRAIN
consuming community

H
A
Y

Ship Your GRAIN and HAY To Pittsburgh

High market prices and prompt returns follow. The remarkably large and consistent demand—both local and of the widespread manufacturing and mining district dependent upon Pittsburgh, and its central location, splendid transportation facilities, has been largely instrumental in its rapid development as a market for foodstuffs, its heavy grain receipts, and as the largest hay market in the world.

When reliable firms of a strong market publicly unite in offering you quicker and higher returns, and more satisfactory service, does it not merit your careful consideration and sending them a trial car?

Pittsburgh has something to offer every grain and hay shipper of the Central West, but you are the one shipper they want to interest and serve. Try any or all of the following firms:

Herb Bros. @ Martin
Mahood Hay @ Grain Co.
McCaffrey Sons Co., Daniel
McCague, R. S.
Seavey @ Clark
Smith & Co., J. W.
Stewart, D. G., @ Geidel

Walton Co., Samuel
Austen Bros.
Elwood @ Co., R. D.
Foster, C. A.
Geidel @ Dickson
Hardman @ Heck
Heck @ Co., W. F.

BUFFALO CORN EXCHANGE MEMBERS

When consigning
Buffalo bill to

Urmston Grain Company

For cash offers en route or
track, wire Tipton Indiana.

The Townsend-Ward Co.
Chamber of Commerce, BUFFALO, N. Y.

We are in position to give "Help"
to all consignors of grain and as for
facilities, "WE got 'em."

A. W. HAROLD
GRAIN BARLEY *A Specialty*

717 Chamber of Commerce,

BUFFALO, N. Y.

NEW YORK PRODUCE EXCHANGE MEMBERS

OATS A SPECIALTY

Send a trial consignment to

R. A. YELLOWLEE & CO., 4 Stone St., New York City

L. W. FORBELL & CO.

COMMISSION MERCHANTS
GRAIN AND MILL FEED; OATS A SPECIALTY
Consignments Solicited.

342 Produce Exchange
NEW YORK CITY

Kensch & Schwartz Co., Incorporated

PRODUCE EXCHANGE
NEW YORK

POSTAL TELEGRAPH BLDG.
CHICAGO

Robert G. Brandt

Grain Broker

424 Produce Exchange
New York

DES MOINES GRAIN MERCHANTS

C. A. WRIGHT **W. F. McWHINNEY**
WRIGHT & McWHINNEY
Grain Commission Merchants
Receivers and Shippers
Track Bids. **DES MOINES, IOWA**

B. A. LOCKWOOD GRAIN CO.
Grain and Mill Feeds
Tel. Walnut 3202 710 Youngerman Bldg.
Des Moines, Iowa

TAYLOR & PATTON CO.
Buyers and Shippers of
GRAIN
FEEDER TRADE OUR SPECIALTY
DES MOINES, IOWA

Clark Brown S. E. Squires
S. E. SQUIRES GRAIN CO.
Hubbell Bldg., Des Moines
SAWERS GRAIN CO.
Grain Commission Chicago, Ill.

DES MOINES ELEVATOR CO. **OATS**
RECEIVERS AND SHIPPERS
GRAIN **AND**
Terminal Capacity 450,000 Bushels **DES MOINES, IOWA** **CORN**
A SPECIALTY

SIOUX CITY GRAIN EXCHANGE MEMBERS

IOWA-DAKOTA GRAIN CO.
Grain and Commission Merchants

FURNISHING GRAIN TO MILLS AND
INTERIOR POINTS A SPECIALTY

Write or Wire for Prices. **SIOUX CITY, IA.**

Flanley Grain Company
GRAIN COMMISSION

We solicit consignments and we make high track bids. Phone or wire us for bids, also
or delivered prices. OFFICES:—SIOUX CITY, IOWA OMAHA, NEB.

MEMBERS:—Omaha Grain Exchange Sioux City Board of Trade Milwaukee Chamber of Commerce

We have induced reliable advertisers to talk to you.
If they interest you, mention that you saw it in The

Grain Dealers Journal

Buffalo

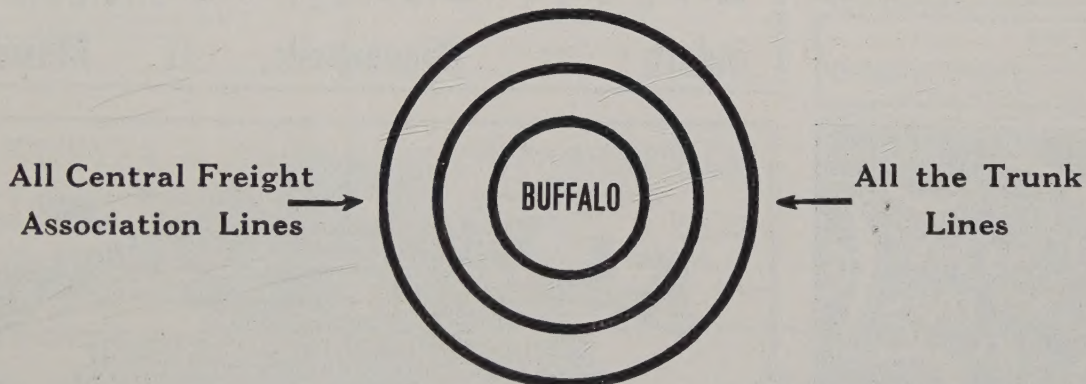
IS, geographically and from a railroad point of view, the natural destination of shipments of grain from Ohio, Indiana and Eastern Illinois.

ALL Western Roads converge here, either directly, or through their connections.

ALL Eastern Roads are available, through Eastern trunk lines and connections.

ITS weighing and inspection departments are unexcelled for promptness and efficiency.

USE BUFFALO
as the target for your grain shipments



ITS elevator facilities are vastly superior to those of any market East of Chicago.

ALL things considered, its charges of all kinds are as low as the lowest, and as good as the best.

WRITE to any of the firms whose names appear below, for any information you may require.

Alder Stofer Grain Co., Grain Commission
Buffalo Cereal Co., Buyers White and Yellow Corn, White Oats
Burns Grain Co., Grain Commission
Churchill Grain & Seed Co., Consignments
Doorty-Ellsworth Co. Inc., succeeding O. G. Spann Grain Co., Strictly Brokerage and Commission
Eastern Grain Co., Receivers and Shippers of Grain

Electric Elevator & Milling Co., Consignments, Wheat, Corn and Oats
Heathfield, Wm. G. & Co., Strictly Commission
The H. O. Company, H-O, "Force," "Presto"
Lewis Grain Co., Salvage and Sample Grade Grain
Pierce, G. E., Wheeler Elevators
Ratcliffe, S. M., Grain Commission
Seymour Grain Co., Commission Merchants
Urmston Grain Co., Grain Commission

MINNEAPOLIS CHAMBER OF COMMERCE MEMBERS

The VAN DUSEN-HARRINGTON Co.
GRAIN COMMISSION

Write for prices and samples. We solicit your consignments and futures business.

Minneapolis Winnipeg Duluth

SHIP TO
H. POEHLER CO.
EST. 1855
GRAIN COMMISSION
MINNEAPOLIS DULUTH

H. L. HANKINSON & CO.
GRAIN COMMISSION
Solicit Your Consignments
MINNEAPOLIS
MILWAUKEE DULUTH

F. H. Davies & Co.
GRAIN COMMISSION.
MINNEAPOLIS DULUTH

GOULD GRAIN CO.

We give consignments our preferred attention. Market letter FREE.

MINNEAPOLIS, MINN.

Cereal Grading Co.

W. T. FRASER, Vice Pres., & Mgr.

GRAIN MERCHANTS

20 Years Experience in assembling and distributing Choice Rye for milling and distilling trade. Largest Rye handlers in the West. Also shippers of

Choice Milling Wheat, Oats, Barley and Screenings. Operating Elevator L.

No. 3 Chamber of Commerce
MINNEAPOLIS, MINN.

SCREENINGS

Write for samples of our millet screenings. They make first-class chick food.

We are also handlers of all kinds of grain screenings.

CARGILL COMMISSION CO.

Minneapolis, Minn.

DEALERS IN ALL KINDS OF GRAIN

RECEIVERS

who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL.

GRAIN BOOKS

G.F. OLSON PRINTING CO.

CASH TICKETS SCALE TICKETS

STORAGE TICKETS

316-318 4th Ave. So., Minneapolis, Minn.

E. L. WELCH, Pres. and Treas.

T. H. WELCH, Secy.

E. L. WELCH COMPANY
GRAIN COMMISSION.

MINNEAPOLIS AND DULUTH.

Consignments solicited—give us a trial

BALTIMORE CHAMBER OF COMMERCE MEMBERS

CHAS. ENGLAND & CO.

Commission Merchants

GRAIN :: HAY :: SEEDS

308-310 Chamber of Commerce, BALTIMORE

CONSIGNMENTS A SPECIALTY

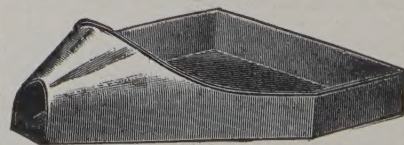
JOHN T. FAHEY & CO.

Commission Merchants

Grain Receivers and Shippers

In the Market every day

Remember us on Rye BALTIMORE, MD.

GRAIN SAMPLE PAN

For Examining Samples of Grain and Seeds.
Made of Aluminum, strong, light and well made.
Will not Rust or Tarnish.

Grain Size, 24x12x16 1/2 inches.....\$1.50
Seed Size, 13x9x11 inches.....\$1.25

GRAIN DEALERS JOURNAL, La Salle St., CHICAGO

Established 1882
G. A. HAX & CO.
COMMISSION

Grain, Hay and Seeds

445 North Street BALTIMORE, MD.

Do You Want

The grain trade news? Then subscribe for the Grain Dealers Journal. Twice each month for \$1.50 per year.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

If Your Business

isn't worth advertising
advertise it for sale.

CHICAGO BOARD OF TRADE MEMBERS

PHILIP H. SCHIFFLIN
President

EUGENE SCHIFFLIN
Sec'y and Treas.

Philip H. Schifflin & Co.
(INCORPORATED)

Commission Merchants
GRAIN, SEEDS and PROVISIONS

515-518 Postal Telegraph Bldg.,
Tel. Harrison 833 CHICAGO, ILL.

THE success of the present
Rosenbaum Brothers
organization rests upon the
confidence of the grain dealers
in its salesmanship, its methods
and its business integrity. We
are exponents in the broadest
sense of "The Square Deal."

ROSENBAUM BROTHERS

"THE RESULT GIVERS"

77 Board of Trade Chicago, Illinois

Receivers and Shippers
OF

**Grain
Seeds**

Provisions

E. W. BAILEY & CO.

Commission Merchants

72 Board of Trade Chicago, Ill.

NORRIS & CO.

GRAIN MERCHANTS

Room 42 Board of Trade
Telephone Harrison 627

CHICAGO

Consignments and hedging orders
solicited

Owners and operators of the Norris Elevator,
Chicago

Frank W. Hotchkiss-Howard Lipsey

Managers Domestic Shipping and
Receiving Department

CONVINCE YOURSELF

That our promises regarding
quick and satisfactory service
are of chilled steel, rather
than pie-crust variety.

W. H. PERRINE & CO.

Grain Merchants

311-314 Postal Telegraph Bldg., Chicago, Ill.

CONSIGNMENTS

Always Given Prompt Attention; Future
Orders Carefully Executed

Our organization is complete. We
will aim to serve you well.

UPDIKE

Commission Company

Postal Telegraph Building, Chicago

C. H. THAYER & CO.

Your Consignments and
Future Orders Solicited

175 W. Jackson Blvd. - CHICAGO

Henry H. Freeman & Co.

COMMISSION MERCHANTS

GRAIN HAY STRAW

66 BOARD OF TRADE, CHICAGO

Say

Let the Grain Dealers Journal
Want Ads do your work.

They bring quick results.

**YOU WANT
SERVICE**

—of the right sort,
—that gets the prices,
—that leaves a good
taste in the mouth.

We will give you all of
these.

Once tried, always a re-
peater.

"IN BARLEY WE SPECIALIZE"

THE
MOSES' ROTHSCHILD CO.
INCORPORATED

GENERAL GRAIN COMMISSION

915 Postal Telegraph Building
CHICAGO

Wm. Simons
President

Consignments
Solicited.

We place
grain to
arrive.

Geo. L. Stebbins
Secretary

S. E. Squires

Warren T. McCray
Vice-President

Future
orders
given
personal
attention.

Edgar E. Rice
W. A. Werner
Representatives

SAWERS GRAIN CO.
CHICAGO

RUMSEY & COMPANY
RECEIVERS OF CONSIGNMENTS
RESPONSIBILITY & CONSERVATISM
CHICAGO

CHICAGO BOARD OF TRADE MEMBERS

FOR BEST RESULTS SHIP YOUR GRAIN AND SEEDS TO

J. H. DOLE & COMPANY

RECEIVERS AND COMMISSION MERCHANTS

226 South La Salle Street

CHICAGO, ILL.

H. W. Rogers

J. C. Rogers

H. W. ROGERS & BRO.
GRAIN, SEED AND PROVISIONS
COMMISSION MERCHANTS

522 Western Union Bldg. CHICAGO

H. W. Rogers, Pres. J. C. Rogers, Vice-Pres.

ROGERS GRAIN COMPANY

Buyers and Shippers of Grain.

References: Corn Exchange National Bank
First National Bank.

522 Western Union Building CHICAGO

Nye & Jenks Grain Co.

Grain and Commission Merchants

907-913 Postal Telegraph Bldg. CHICAGO ILL.

GEO. B. QUINN

GRAIN COMMISSION

65 Board of Trade CHICAGO
Telephone Harrison 571

THAT CAR OF GRAIN WILL

"Bring Home the Bacon"

if it is shipped to

H. M. PAYNTER

522 Western Union Bldg., CHICAGO

All business done through H. H. Rodgers & Co.

L. J. LAMSON W. A. LAMSON
L. F. GATES**LAMSON BROS. & CO.**GRAIN
1874 COMMISSION 1914
MERCHANTSForty Years of Service in the
Grain Trade

HOME OFFICE

6 Board of Trade, CHICAGO

Hooper Grain Co.**OAT
SHIPPERS**Operate Atlantic and Grand
Trunk Western Elevators
Chicago**ARMOUR GRAIN COMPANY
CONSIGNMENTS SOLICITED**

We are Fully Equipped in Every Way to Give Best Service in Chicago

137 S. LA SALLE ST. CHICAGO

WALTER FITCH

LEEDS MITCHELL

W. K. MITCHELL

JOHN H. ASHUM

WALTER FITCH & COMPANYMAKE A SPECIALTY OF CONSIGNMENTS
AND ALSO SOLICIT ORDERS FOR FUTURES

651-59 Insurance Exchange, CHICAGO

**J. ROSENBAUM GRAIN
COMPANY**

(Incorporated)

GRAIN MERCHANTS

CHICAGO, - ILLINOIS

**TERMINAL
ELEVATORS**

KANSAS CITY, MISSOURI

If you have failed to find a logical connection
between your consignments and more satis-
factory returns, a trial car of grain or seeds to**HENRY RANG & CO.**

will disclose the missing link.

Traveling Representatives—

W. R. Hyde

J. R. Murrel

GRAIN AND SEEDS

Barley a Specialty

230 S. La Salle St.
CHICAGOGood Execution Keeps Customers
Keeping Customers is Our Business**W. G. PRESS & CO.**

GRAIN, PROVISIONS, STOCKS

175 W. Jackson Blvd., CHICAGO

Write for Daily Market Report,
Mailed free.35 Years Active Member Chicago
Board of Trade

CHICAGO BOARD OF TRADE MEMBERS

SOMERS, JONES & Co.

COMMISSION MERCHANTS

GRAIN AND FIELD SEEDS

Consign your GRAIN and SEEDS to us for close personal attention and best possible results. We are fully prepared to give the best of service on consignments and on orders for future delivery

Ship us that next car.

Send for our market letters.

CHICAGO
MILWAUKEE
MINNEAPOLIS }

Make drafts on us and address all correspondence to us at

82 Board of Trade, CHICAGO.

THE QUAKER OATS Co.

MILLERS

WHEAT CORN OATS BARLEY RYE

SEND SAMPLES

1600 RAILWAY EXCHANGE
GRAIN DEPARTMENT

Chicago

Finley Barrell & Co.

GRAIN
PROVISIONS

203 S. LA SALLE ST., CHICAGO

Our Weekly Grain Letter Mailed Upon
Application.

ST LOUIS

PEORIA

W.A. FRASER Co.

Consignments and
Future Delivery Orders Solicited
Suite 715 Royal Ins. Bldg. CHICAGO

CIPHER CODES

We carry the following cipher codes in stock
and can make prompt delivery

Robinson's Cipher Code, leather	2.00
Hay and Grain Cipher Code	1.00
A. B. C. Code, 5th Edition	7.00
Baltimore, Export Cable Code	8.00
Companion Cable Code	5.00
Riverside Code, 5th Edition	3.00
Universal Grain Code	3.00
American Seed Trade Assn.'s Code	2.00
Stewart's International Code	25

For any of the above, address

GRAIN DEALERS JOURNAL,
315 So. La Salle St., CHICAGO, ILL.

ESTABLISHED 1870
W. R. MUMFORD & CO.
HAY GRAIN
AND MILL STUFFS
COMMISSION MERCHANTS
437 POSTAL TEL. BLDG., CHICAGO

W. H. MERRITT CO.
Grain Buyers and Shippers

CORRESPONDENCE SOLICITED
87 Board of Trade, Chicago, Ill.

**BUSINESS IS BUSINESS
FRIENDSHIP IS FRIENDSHIP**

But the big thing is **SERVICE**

Consign to us and Our Service
will create a friendship of
the lasting kind

F. M. BAKER & CO.
GRAIN COMMISSION

822 Webster Building
327 So. La Salle St., CHICAGO
L. D. Phone Wabash 5010

WHY WONDER WHERE YOU CAN GET SERVICE OR SUPPLIES. CARRIES THE ADVERTISEMENTS OF ONLY THE BEST

DETROIT BOARD OF TRADE MEMBERS

Dumont, Roberts & Co.

Solicit Your Detroit Consignments

Receivers and Shippers

Chamber of Commerce Detroit, Mich.

The paper the Grain Dealer
supports, because it supports
the Grain Dealer—

- GRAIN DEALERS JOURNAL

CAUGHEY-SWIFT COMPANY

SUCCESSORS TO

Caughey & Carran Co. and McLane, Swift & Co.

GRAIN and SEED MERCHANTS

The consolidation of two of Michigan's oldest grain firms gives to
Detroit a new concern equipped in every manner for the best results.

701-5 J. Henry Smith Building

DETROIT, MICH.

OMAHA GRAIN EXCHANGE MEMBERS

CAVERS ELEVATOR COMPANY
OMAHA, NEB.

Buy, Sell, Handle Consignments,
Grain and Hay, make Pure Corn
Chops, Sack grain, quote prices de-
livered any R. R. station.

Consignments

Personal Attention,
Experienced Ability,
Diligent Efforts,
Satisfactory Service
Lucrative Returns.

Receivers and
Shippers of Grain

Try the next car to

Saunders-Westrand

Elevator Company
OMAHA, NEBR.

E. E. HUNTLEY**GRAIN BROKER**

Reference: Any Bank or ELEVATOR Firm in Omaha
Correspondence Solicited

"All We Know Is Consignments"

MERRIAM COMMISSION CO.
GRAIN OMAHA

Brandeis Bldg.

You Don't Always Get the Top
WHEN YOU CONSIGN TO
THE UPDIKE GRAIN COMPANY, OMAHA
But you always get "more than satisfactory service"

Imperial Milling Co. Elevator

Office, Brandeis Bldg., Omaha, Neb.

We buy and sell Grain, Sack Grain,
and Solicit Consignments.

CROWELL ELEVATOR COMPANY

Receivers and Shippers

GRAIN

Consignments Solicited
OMAHA

Carrying money to the bank becomes a habit with Advertisers who reg-
ularly use the advertising pages of the GRAIN DEALERS JOURNAL.

PHILADELPHIA COMMERCIAL EXCHANGE MEMBERS

Lemont knows the man who wants your
grain. There is only one profit between
you and him. That is our commission.

E. K. LEMONT & SON

388-90 Bourse Bldg. Philadelphia, Pa.

E. E. DELP GRAIN CO.

ELEVATOR AND MILLS
BOURBON, INDIANA

Eastern Office, - Philadelphia, Pa.

CORN and oats in split cars find a
ready market here.

M. F. BARINGER THE BOURSE 502-3-4 **PHILADELPHIA**

L. F. MILLER & SONS

CONSIGNMENTS SOLICITED

Receivers and Shippers of
GRAIN, FEED, SEEDS, HAY, ETC.

Office 2931 N. Broad Street, PHILADELPHIA, PA.

MILWAUKEE CHAMBER OF COMMERCE MEMBERS

Grain Dealers

It is no speculation to ship us your
grain. It's a sure thing you will be
satisfied.

L. BARTLETT & SON CO.
Milwaukee Chamber of Commerce

STACKS & KELLOGG
GRAIN MERCHANTS

480 Commerce St. MILWAUKEE, WIS.
We also handle all grades of chicken feed wheat, feed
barley, screenings, off-grade and damaged grain.
Operating Private Elevator

TRY
M. G. RANKIN & CO.
on consignments of
Barley, Rye, Corn, Oats
First Floor, Chamber of Commerce
MILWAUKEE

CHICAGO MINNEAPOLIS
J. V. LAUER & CO.
Grain Commission
BARLEY A SPECIALTY

Ship us your
next car.

Chamber of Commerce
MILWAUKEE, WIS.

Shippers

in the Northwest read this page;
your "ad" will be read too if you
place it here.

E. G. HADDEN CO.
FUTURES

WHEAT, CORN AND OATS
DAILY and WEEKLY PRIVILEGES
Chamber of Commerce, Milwaukee, Wis.
Send for our Put on Call Circular.

KANSAS CITY BOARD OF TRADE MEMBERS

E. E. ROAHEN GRAIN COMPANY

Top Notch Service on Consignments.

WICHITA, KANSAS

KANSAS CITY, MO.

R. J. THRESHER, Pres. L. A. FULLER, Secy.

Thresher Fuller Grain Co.
Grain Commission Merchants
Consignments Solicited

Grain Bought and Sold for Future Delivery
311 Board of Trade KANSAS CITY, MO.

KANSAS CITY THE HIGHEST CORN AND OATS MARKET

CONSIGN TO US or Ask For Bids

MOORE-LAWLESS GRAIN CO., Kansas City, Mo.

A. C. DAVIS & CO.

Grain Commission

Mill Orders a Specialty
Consignments and Future Orders Solicited
KANSAS CITY, U. S. A.



HAY THERE! GRAIN TOO

Russell Grain Co.
Kansas City, Mo.

The Moffatt Commission Co.

KANSAS CITY, MO.

HEADQUARTERS FOR
Kaffir Corn and Milo Maize

WRITE US FOR QUOTATIONS

SHANNON GRAIN CO.

Consignments Solicited
KANSAS CITY, MISSOURI

CONSIGN

Ernst-Davis Grain Co.
Kansas City,

SPECIAL ATTENTION
GIVEN TO FUTURES

MEMBERS
Kansas City Board of Trade
Chicago Board of Trade
St. Louis Merchants Ex.

Say you saw it in the

Journal

When you write our advertisers
Thanks

We Have Real Selling Ability.
Use it for your Consignments.

W. S. NICHOLSON GRAIN CO.

Established 1895
310 Board of Trade KANSAS CITY

BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

WINNIPEG GRAIN EXCHANGE MEMBERS

Jas. Carruthers & Co.

Limited

GRAIN EXPORTERS

TORONTO, MONTREAL and WINNIPEG

CORRESPONDENCE SOLICITED

CANADIAN GRAIN

Anything in the line of wheat, oats, barley or flax for Feed or Seed purposes.

WRITE our nearest office.

JAMES RICHARDSON & SONS, Limited

KINGSTON WINNIPEG TORONTO
CALGARY VANCOUVER QUEBEC

The N. Bawlf Grain Company, Ltd.

WINNIPEG, MANITOBA

Own and operate country elevators in Manitoba and Saskatchewan.

We are shipping large quantities of Oats daily into the U. S. and if you are a purchaser of Oats you cannot do better than communicate with us for prices, etc.

Our long experience and different connections assure you the best of results.

REFERENCE: The Bank of Toronto.

RAILROAD CLAIMS BOOK

is designed to facilitate the making of claims against railroads and keeping a complete record of claims filed. Form 411-5 contains 100 originals and 100 duplicates of five different forms, arranged so that a carbon copy can be kept of each claim, as follows:

- 60 Copies—Form A. Loss of weight in transit.
- 10 Copies—Form B. Loss in market due to delay.
- 10 Copies—Form C. Loss in quality due to delay in transit.
- 10 Copies—Form D. Loss in market value due to delay in furnishing cars.
- 10 Copies—Form E. Overcharge in freight.

Order Form 411-5. Price \$1.25.

For filing and keeping a duplicate of claims against railroads for Loss of Weight in Transit only, use Form 411-A. Each book contains 100 originals and 100 duplicates. Price \$1.25.

GRAIN DEALERS JOURNAL,

315 S. La Salle St., CHICAGO, ILL.

GET THE
New Robinson's Cipher
Revised Edition

with 1912 Supplement

An absolute necessity to every grain dealer in active business today. Do not waste money by trying to do business with out of date editions.

Printed on good paper, bound in full leather with gilt edges,
\$2.00. Cloth \$1.50.

GRAIN DEALERS JOURNAL
315 So. La Salle St., CHICAGO, ILL.

ST. LOUIS MERCHANTS EXCHANGE MEMBERS

MORTON & CO.
GRAIN - HAY - SEEDS
COMMISSION ONLY
Merchants Exchange, ST. LOUIS, MO.

RECEIVERS
W. L. GREEN COMMISSION CO.
ST. LOUIS
SHIPPERS
NOV 30

ENERGY and Sagacity coupled with Ability and many years of active experience in the handling of grain and hay is what we have to offer you for your shipments to this market.

Maybe you are satisfied with your present connections here, but so often old associates grow rusty and feel they have your business cinched. Try us and compare our work to any house here, is all we ask.

Wheat, Corn, Oats and Hay Our Specialty

JONES-WISE COM. CO.

St. Louis, Mo.

Over twenty years active experience in the business.

Toberman, Mackey & Co.
Receivers and Shippers of
HAY AND GRAIN
"Fastest Growing Commission House in U. S."
Can handle your Consignments at St. Louis and Kansas City.
ST. LOUIS KANSAS CITY

Grain Shippers

and in fact all grain men who are wide awake and on the alert to get onto all the ins and outs of the grain business, subscribe for and read the Grain Dealers Journal.

GOFFE & CARKENER CO.
106-107 Merchants Exchange
RECEIVERS
GRAIN, HAY & SEEDS
SAINT LOUIS

W. C. GOFFE
G. S. CARKENER
G. C. MARTIN, JR.
K. C., MO., Omea,
101-102 Board of Trade

"THE
Consignment House
OF
ST. LOUIS"
FOR THE SALE OF
GRAIN, HAY, AND GRASS SEEDS
PICKER & BEARDSLEY
COMMISSION COMPANY
118 NORTH MAIN ST.

St. Louis
and
Elmore - Schultz
Grain Co.
for your
Consignments
433 Pierce Bldg., St. Louis, Mo.

NANSON COMMISSION CO.

(INCORPORATED)

GRAIN and HAY

Write us for full
information on
St. Louis Markets

202 Chamber of Commerce
ST. LOUIS

Consignments
a Specialty

BOSTON CHAMBER OF COMMERCE MEMBERS

MATTHEW D. BENZAQUIN
GRAIN AND FEED
Brokerage and Commission
DOMESTIC AND EXPORT
505 Chamber of Commerce, Boston, Mass.

The D. W. RANLET CO.
708 Chamber of Commerce, BOSTON, MASS.
Cash buyers of all kinds of grain, for the New England Territory. Sample wheat, barley, screenings, oat-feed, malt sprouts, etc., specialties. We solicit correspondence

HENRY LITTLEFIELD CO.
(Incorporated)
COMMISSION MERCHANTS
609 Chamber of Commerce, Boston, Mass.
Shippers' Agents and Brokers
FLOUR, GRAIN, FEED AND HAY

**DO
YOU**

GRAIN DEALERS JOURNAL,
Chicago, Ill.

Gentlemen:—Herewith is draft covering Help Wanted adv. in your classified column. This adv. certainly **Produced Results**, as we are having answers from all wheat growing sections of the United States. Yours truly,

THE RUSSELL MILLING COMPANY

Russell, Kansas

**NEED
HELP**

RECEIVERS, SHIPPERS AND BROKERS.

McCRAY, MORRISON & COMPANY
Shippers of Corn and Oats
WHOLESALE GRAIN DEALERS
 When you want QUICK SERVICE, HIGH QUALITY and SATISFACTORY PRICES in this line, consult us.
 None are more able to give you this than we.
 Correspondence Solicited. **KENTLAND, INDIANA**

E. A. GRUBBS GRAIN CO.
 Greenville, Ohio
 Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

W. A. THOMSON & CO.
 Receivers and Shippers of
GRAIN
 Louisville - - - - Kentucky

Paul Kuhn & Co.
 Receivers and Shippers of
GRAIN
 Terre Haute and Evansville, Ind.

Chicago Grain & Salvage Co.
 DEALERS IN
SALVAGE GRAIN
 Grain, Feed, Etc.
 WRITE OR WIRE
 TRADERS BLDG., CHICAGO

KINSEY BROS.
 GRAIN, HAY and SEED MERCHANTS
 Field Seeds a Specialty
 NORTH MANCHESTER, INDIANA

E. F. Shepard O. W. Trapp Chas. G. Clark
Shepard, Clark & Co.
 301 Commercial Bank, Bldg., CLEVELAND, O.
GRAIN HAY STRAW
 Gluten Feed Empire State Grains Mill Feed

E. I. BAILEY
 CLEVELAND, OHIO
 Receiver and Shipper of
 Corn, Oats, Millfeed
 ASK FOR PRICES

GRAIN HAY
Stockbridge Elevator Co.
 BUYERS AND SHIPPERS
 JACKSON, - MICHIGAN
 BEANS WOOL

BALDWIN GRAIN COMPANY
 GRAIN BROKERS
 BUYERS OF CAR LOTS
 R. C. BALDWIN, Mgr. BLOOMINGTON, ILL.

WHEN "SEEDY"
 Try
C. A. KING & CO.
 Toledo Leads World

JOHN WICKENHISER & CO.
 Wholesale Grain Dealers
 TOLEDO, OHIO
 We make track bids and quote delivered prices. Solicit Consignments of Grain and Clover Seed. Members Toledo Produce Exchange and Chicago Board of Trade

INTERIOR GRAIN COMPANY

Ship your grain to us for bids. If not accepted, we will forward to your Commission House, Chicago or Milwaukee.

We give you official weights and quick returns.

DAVENPORT IOWA

THE MUTUAL GRAIN CO.
 INDIANAPOLIS, IND.
COMMISSION & BROKERAGE
 Best of attention given each shipment. Your Consignments Solicited.

JORDAN & COMPANY
 WHOLESALE GRAIN
 623 Board of Trade Bldg. Both Telephones 18
 We operate our own Terminal Elevator at Indianapolis.
 INDIANAPOLIS INDIANA

CEDAR RAPIDS GRAIN CO.
 CEDAR RAPIDS, IOWA
FEEDER CORN A SPECIALTY—EITHER EAR OR SHELL
 Few Cars of Choice Elevator Dust. Ask for samples. Ask for prices delivered anywhere.

If you have
 a good thing

Tell the Grain Dealers—
 They'll do the rest—

Advertising is the quickest and best way—but it must be the right kind of advertising.

If you have spent your good money without satisfactory results, it's a case of wrong article or wrong advertising.

The easiest, most direct, most popular and most effective way to the grain dealer is The Grain Dealers Journal route.

Try it.

Write Us H. J. Hasenwinkle Co., want your consignments for the Memphis market.

S
F
E
E
D
D

O
A
T
S



E
A
R

C
O
R
N

Clark's Car Register

Shows at a glance where to look for the record of any car of grain. It is made of heavy ledger paper, is well bound and indexed. Size 11x14 1/2 in.

No. 40.	Contains spaces for 9000 cars	- - - -	\$1.50
No. 42.	Contains spaces for 17000 "	- - - -	2.50

GRAIN DEALERS JOURNAL

La Salle Street

Chicago, Ill.

AMERICAN SUPPLY CO

OMAHA — O NEBRASKA

*Manufacturers and Jobbers.
Largest Stock in the West*

The KEY to the situation is simply knowing where to find what you want.

OUR aim is to have the most complete line of MILL and ELEVATOR equipment, also POWER TRANSMISSION MACHINERY.

Let our engineering department solve your problems.

Just a Few

American Brand Transmission Rope.

American Brand Car Puller Rope.

Flintstone Leather Belt.

Diamond Rubber Belt.

Victor Balata Belt.

Ampere Red Stitched Canvas Belt.

Sonander Automatic Scales.

Howe Wagon and Hopper Scales.

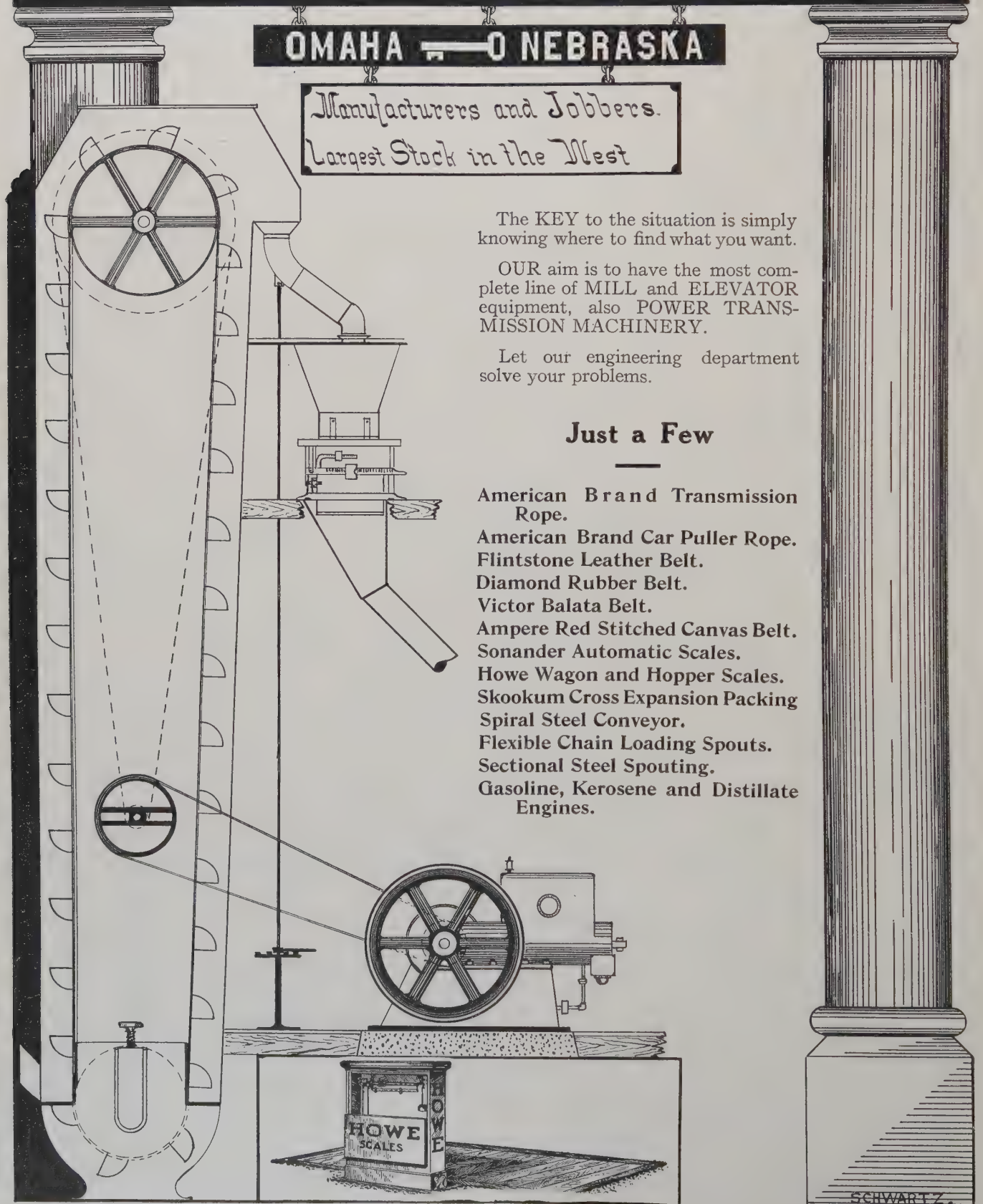
Skookum Cross Expansion Packing

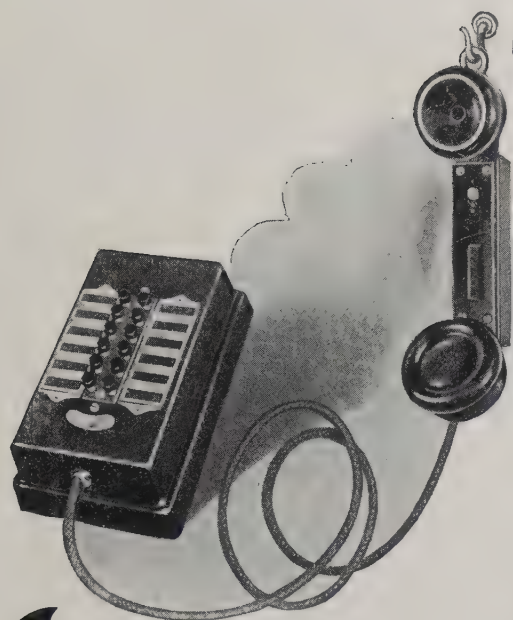
Spiral Steel Conveyor.

Flexible Chain Loading Spouts.

Sectional Steel Spouting.

Gasoline, Kerosene and Distillate Engines.





Consider
the economies
which
can be introduced
by
making

Western Electric Inter-phones

a vital part of the
business organization

Consider an organization with eight department heads. Each of them consumes not less than an average of fifteen minutes per day in trips to other departments. At the rate of \$1.00 per hour, this amounts to a loss of \$600.00 a year.

The average cost of installing a complete eight-station Inter-phone system is approximately \$40.00 per station, or \$320.00. The fixed annual charges, such as inter-

est, depreciation and maintenance, are about 20 per cent. of the cost, or \$64.00 per year.

Every year \$64.00 spent will save \$600.00. Such a net saving of over \$500.00 represents more than 1,000 per cent. on the original investment.

Is there a better producer of economy and efficiency?

Inter-phones are made in three styles—wall, desk and hand set types—to meet every possible condition of service—from two to twenty-four stations.

Write for booklet.

WESTERN ELECTRIC COMPANY

Manufacturers of the 7,000,000 "Bell" Telephones

New York
Boston
Philadelphia
Pittsburg
Buffalo
Cleveland

Atlanta
Savannah
Richmond
St. Louis
Dallas
Houston

Chicago
Milwaukee
Cincinnati
Indianapolis
Minneapolis
St. Paul

Kansas City
Oklahoma City
Denver
Omaha
Salt Lake City
Los Angeles

San Francisco
Oakland
Portland
Seattle
Vancouver
Edmonton

Montreal
Toronto
Winnipeg
Calgary
Johannesburg
Sydney

London
Antwerp
Berlin
Paris
Rome
Tokyo

EQUIPMENT FOR EVERY ELECTRICAL NEED

Member Society for Electrical Development.

"DO IT ELECTRICALLY"

What You Get In

SALISBURY "R. F. & C."

Solid Woven Rubber Belting

Absolute absence of plies, therefore no separation. Made without a seam of any description (no seam splitting). Excess strength, combined with greatest pliability.

Less stretch—right price.

Can you ask for more?

W. H. Salisbury & Company, owing to their long experience, are ready to co-operate to the fullest extent in new installations or repair work, and offer the knowledge gained during their long and successful career to all interested in economical belt operation.

Let us send you samples of the belt with the highest Service records. They are convincing.

W. H. SALISBURY & CO., Inc.

Manufacturers and Distributors of High Grade
Leather and Rubber Belting, Hose, Packing, Etc.

Established 1855

CHICAGO, ILL.



OLDEST and largest manufacturer of
Rubber Belting for conveying and
elevating grain, etc., etc.

New York Belting & Packing Co.

91-93 Chambers Street, NEW YORK

130 West Lake Street
CHICAGO, ILL.

2nd Avenue, N., and 3rd Street
MINNEAPOLIS, MINN.



Persistence

misguided is well represented by the man who was jailed three times for the theft of the same horse.

Persistence well directed, we believe, is confidence in having a good thing and continuously striving until the reader is sufficiently convinced to make a trial.

Goodrich
GRAINBELT

reduces tonnage costs.

Our persistency in continuing to impress upon the readers of this publication the confidence we have in our ability to effect maximum economy and efficiency is but the outgrowth of years rich with experience in the manufacture and proper adaptation of our products.

Elevator Belts
Transmission Belts

The B. F. Goodrich Co.

Factories: Akron, Ohio
Branches in All Principal Cities

There is nothing in
Goodrich Advertising that
isn't in Goodrich Goods



Makers of Goodrich
Tires and Everything
that's Best in Rubber

GRAIN ELEVATOR BUILDERS



G.H. Birchard
Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

Some build more—
None build better
GRAIN ELEVATORS
than Cramer
Satisfaction Guaranteed
W. H. CRAMER, No. Platte, Neb.

A. F. ROBERTS
ERECTS ELEVATORS
CORN MILLS
WAREHOUSES
FURNISHES PLANS
ESTIMATES
MACHINERY
SABETHA, KANSAS

L. J. McMILLIN
ENGINEER and CONTRACTOR of
GRAIN ELEVATORS
Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind

FRANK KAUCHER & SON
Contractors Mills and Elevators
Wood and Concrete
ST. JOSEPH - MISSOURI

I. J. HERRING
Contractor and Builder of Grain Elevators.
20 years' experience. Estimates furnished.
HASTINGS, NEB.

L.O. HICKOK & SON
BUILDERS
UP-TO-DATE

Elevators

WOOD OR FIREPROOF
Get Our Estimates
619 Flour Exchange, MINNEAPOLIS

ELEVATOR BUILDERS
and general contractors. Modern and
up-to-date elevators. Plans and speci-
fications on request.
NAPPER & PERSSON
LEWISTOWN, MONT.

R U
going to build or remodel? If so, write
D. F. HOAG & CO.
Contractors and Builders of
GRAIN ELEVATORS AND WAREHOUSES
208 Corn Exchange, Minneapolis, Minn.

C. E. Bird & Co.
MINNEAPOLIS
Elevator and Mill
Builders
16 Years'
Practical Experience

O. J. LEHRACK Contractor of
Mill Buildings and Concrete Storage Tanks
KANSAS CITY, MO.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks, Gross; Tare; Net; Bushels; Pounds; Price; Amount.

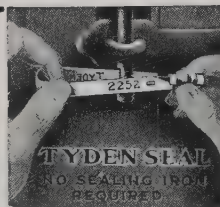
The book contains 240 pages, size 10 1/2 x 15 1/2 inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.50.

GRAIN DEALERS JOURNAL
315 So. La Salle Street CHICAGO, ILL.

Claim Losses Prevented

by **TYDEN SELF-LOCKING CAR SEALS** bearing your name and consecutive numbers. Thousands of shippers use them.

Write for Samples and Prices
INTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Gen'l Sales Agent
617 Railway Exchange Bldg, CHICAGO, ILL.



Now is the time,
Elevator men,
When you should
Estimate what you are
Liable to need in the
Line of Elevator con-
struction or repair work,
this Spring.

Then get figures from
NEWELL
CONSTRUCTION CO.
Cedar Rapids, Iowa

Give him the fir st job, he'll get the
RE-NEWELL.

GRAIN SHIPPING LEDGER

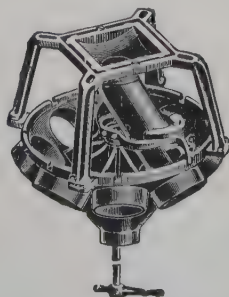
Form 24. An indexed shipping ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 1-2 x 15 1-2 inches, used double.

The book contains 100 double pages. Atlas linen ledger paper is used. A 16-page ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$2.50.

Grain Dealers Journal
315 So. La Salle St. CHICAGO, ILL.

HALL SPECIAL Elevator Legs

elevate more grain in less time on less power than any other system known, and they do not choke or back leg in the operation. Let us demonstrate this to you in our specifications.



HALL SIGNALING NON-MIXING DISTRIBUTOR

For efficiency and economy, the Hall Grain Distributor leads in the distribution of grain by discharging every kernel of grain without a mix and utilizing every inch of bin space, and signals the operator when the bin is full.

HALL DISTRIBUTOR CO., 222 Ramge Bldg., Omaha, Nebr.

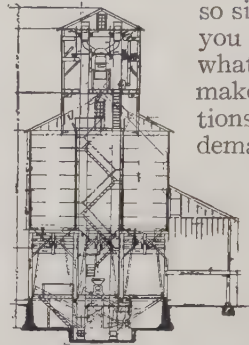
GRAIN ELEVATOR BUILDERS

WRITE the following parties, a few of the 70 we have done business with the past season. All of these will recommend us. Our patrons help us at all points.

Farmers' Elevator Co., Warsaw, Ill.
 Square Deal Grain Co., (Reinforced Concrete), Morris, Ill.
 Conway & Peters, Ackley, Iowa.
 Koonz Bros., Wesley, Iowa.
 Farmers' Elevator Co., Bayard, Iowa.
 Farmers' Elevator Co., Marathon, Iowa.
 Farmers' Elevator Co., Eldridge, Iowa.
 Farmers' Elevator Co., Merrill, Iowa.
 Farmers' Elevator Co., Pocahontas, Iowa.
 Farmers' Elevator Co., Gayville, S. D.
 John Doering, Parkston, S. D.
 Farmers' Elevator Co., Grandin, N. D.
 Farmers' Elevator Co., Choteau, Mont.
 A. W. Finch, Townsend, Mont.
 P. C. Aller, Drummond, Mont.

YOUNGLOVE CONSTRUCTION CO.
 SIOUX CITY, IOWA. GREAT FALLS, MONT. GRANDIN, N. DAK.

NOT A CHINESE PUZZLE, BUT READABLE PLANS and ESTIMATES



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

**Reliance
Construction Co.**
 Board of Trade INDIANAPOLIS, IND.

Fireproof Elevators

QUALITY — PRICE
RESULTS

Everything Right



G. C. Christopher
A. C. Rynders
OWNERS

Wichita,
Kansas

R. M. Van Ness Construction Company
 Designers and Builders of

MODERN GRAIN ELEVATORS

Plans submitted. Correspondence solicited.
 Offices at

LINCOLN, NEBR., and FAIRBURY, NEBR.

Decatur Construction Co.

Incorporated

Designers and
Builders of **GRAIN ELEVATORS**
COAL HANDLING PLANTS, WAREHOUSES, ETC.
 Correspondence Solicited

510-512 Wait Bldg. DECATUR, ILL.

J. A. HORN FRANKFORT, IND.

624 Board of Trade Bldg., Indianapolis, Ind.

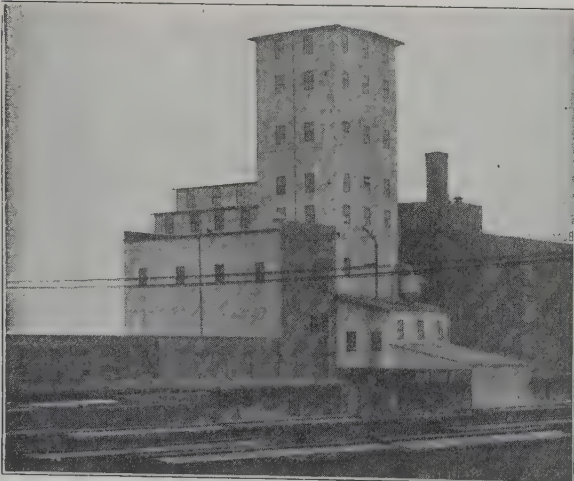
Contractor, Designer and Builder of
Grain Elevators, Mills & Warehouses
 Wood, Concrete or Steel

W. S. MOORE ELEVATOR BUILDER

Efficient and up-to-date plans furnished
to suit your needs.

FRANKFORT, INDIANA

**Reinforced Concrete Grain Elevator,
Feed Mill and Warehouse, built in 1910
for Buffalo Cereal Co., at Buffalo, N. Y.**



**Fireproof Construction Elevators, Mills and
Warehouses. We prepare plans and make
lump-sum price for the complete work.**

MONARCH ENGINEERING CO.

Chamber of Commerce

BUFFALO, N. Y.

Set of Books

Complete for \$3.50

A GRAIN RECEIVING BOOK (FORM 12AA)

Grain Register is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received at elevator.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 41 wagon loads and each book has 120 pages, making each book contain spaces for records of 4,920 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Price \$1.50.

A GRAIN SHIPPING BOOK (FORM 14AA)

Sales, Shipments and Returns is designed to facilitate recording the essential facts regarding sales, shipments and returns on each sale of grain. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding **Sales and Shipments**; the right-hand pages for **Returns**.

Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under **Returns** are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

It contains 76 double pages, with room for records of 2,204 cars. It is well bound in heavy canvas with leather corners, and printed on heavy linen ledger paper. Price \$2.00.

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

GRAIN ELEVATOR BUILDERS

**GRAIN ELEVATORS, WARE-
HOUSES, STORAGE TANKS,
SEED HOUSES**

Built of

Wood or Fireproof Material

PLANS — SPECIFICATIONS — ESTIMATES

Give me a chance to figure with you
before making contract.

T. E. IBBERSON

Minneapolis :: Minnesota

Finton Construction Co.

Builders of

RE-INFORCED CONCRETE **GRAIN ELEVATORS**

APPLETON, WIS.

Morley Bros., Haden & Plott

DESIGNERS AND CONTRACTORS
GRAIN ELEVATORS

WICHITA - - - KANSAS



Burrell

builds the best Grain
Elevators, of any
type or material.

Ask those who have them.

Over 400 in use today.

**Burrell Engineering &
Construction Company**

1102-8 WEBSTER BLDG., CHICAGO
(Opp. Board of Trade)

708-9 Hutton Bldg., Spokane, Washington,
711 Hubbell Bldg., Des Moines, Ia. 111 W.
North St., Indianapolis, Ind. Ft. William, Ont.

JOHN S. METCALF CO., LIMITED

GRAIN ELEVATORS

PNEUMATIC AND MECHANICAL

Engineers — Constructors

MONTREAL, QUE. CHICAGO, ILL.

MACDONALD ENGINEERING CO.

DESIGNERS AND BUILDERS OF

GRAIN ELEVATORS

MONADNOCK BLDG., CHICAGO, ILL.

GRAIN ELEVATOR

Designing and Construction
Made a Specialty

WITHERSPOON-ENGLAR CO.

MONADNOCK BLOCK, CHICAGO

ORR BROS. SUPPLY CO.

CEDAR RAPIDS, IOWA

Engineers and Contractors for High Grade **ELEVATORS**

Let us submit plans and estimates. Very best equipment at lower prices than others.

HARPER CONSTRUCTION CO.

ELEVATOR BUILDERS

GENERAL CONTRACTORS

711 Grain Exchange

WINNIPEG, MAN., CANADA

WHEN YOU BUY—BUY RIGHT.

OUR ADVERTISERS OFFER THE BEST.

WANT HELP?

Then consult the "Situations Wanted"
columns of the Grain Dealers Journal.

The
**Girard Point
Elevator**

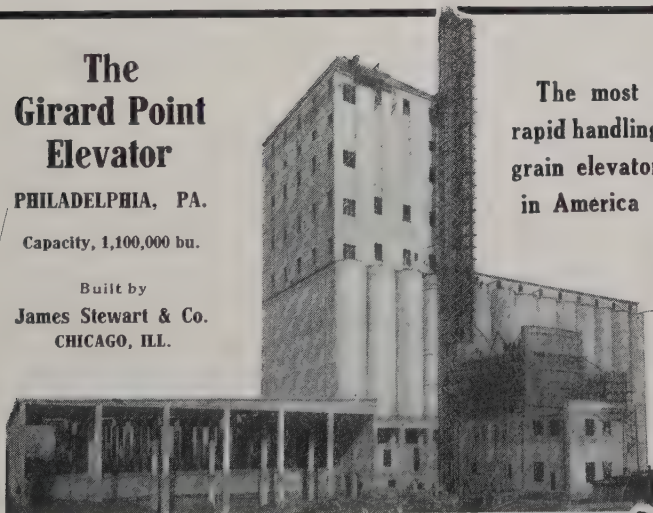
PHILADELPHIA, PA.

Capacity, 1,100,000 bu.

Built by

James Stewart & Co.
CHICAGO, ILL.

The most
rapid handling
grain elevator
in America



JAMES STEWART & CO.

CONTRACTORS, DESIGNERS AND BUILDERS OF

GRAIN ELEVATORS

IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT., 15th Fl. Westminster Bldg., Chicago

W. R. SINKS, Manager R. H. FOLWELL, Engineer

We also do General Contracting and have Offices
in the following cities. Write or call on any of them

New York, Hudson Terminal Bldg. New Orleans, La., Hibernia Bk. Bldg.
Pittsburg, Pa., Henry Oliver Bldg. Denver, Colo., First Nat. Bank Bldg.
San Francisco, Cal., 709 Mission St. Canada, Eastern Township Bk. Bldg.
Canadian Stewart Co., Ltd., Montreal Fort William, Ontario, Canada
St. Louis, Mo., Bank Com. Bldg.



This Fire Proof Seed Warehouse and
Grain Storage constructed of Reinforced
Concrete frame with brick enclosing
walls just completed for the Courteen
Seed Company, Milwaukee, Wisconsin.

Barnett & Record Company

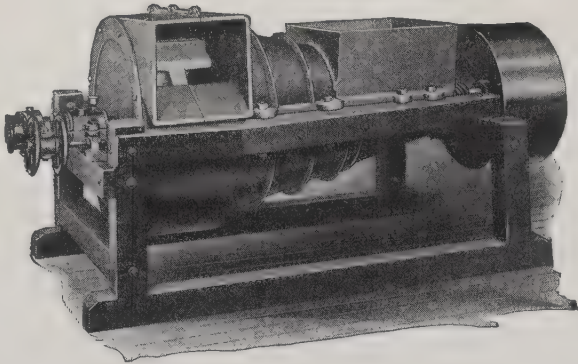
Minneapolis, Minnesota

Fort William, Ontario Duluth, Minnesota

Write us for Designs and Estimates

U. S. Corn Sheller

Pat. Oct. 17, 1905



Unsolicited Testimonial

Clymers, Ind., Dec. 13, 1913.

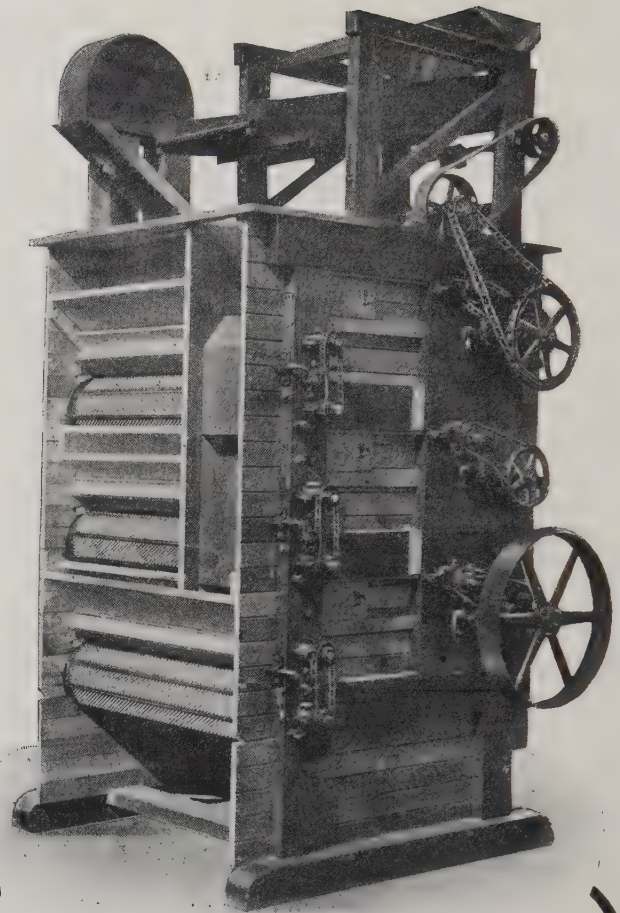
Gentlemen:—

We commenced taking corn this week and have shelled a few cars and find the sheller *is some sheller*.

Very truly yours,
H. G. REED & CO.

It will please you, too. Try it.

B. S. Constant Mfg. Co.
BLOOMINGTON, ILLINOIS



Not a single Grain Elevator throughout Canada and the great Northwest, either country house or terminal, would be without a

RICHARDSON Oat Separator

if they knew of the splendid results they could get from them.

It's the Results that make the Money, these days. Richardson results are different from the ordinary, and common sense and a little careful thought will show this to be true,

THE RICHARDSON OAT SEPARATORS and Screenings Machines make the different separations according to the length instead of the diameters of the grain, over a series of revolving steel aprons having indented pockets, and revolving brushes just above each apron, adjusted down to sweep off the larger grains.

There are other potent reasons why your choice should be a Richardson. And consider why the Canadian Government is specifying these machines for its terminal elevators. Then ask us about our very liberal trial offer.

Do Not Delay—write right now to

The Grain Separator Co.

Sparta, Wis.

Winnipeg, Canada P. O. Box 726

**Have You
Seed For Sale?**

**Do You Wish
To Buy Seed?**

**See our "Seeds For Sale—
Wanted" Department
This Number.**

International Feeds

Comprise a Full and Complete Line

DAN PATCH SPECIAL HORSE FEED—A World's Champion Horse Feed formulated and endorsed by Mr. M. W. Savage, owner of the World's Champion Pacing Horse, Dan Patch 1:55.

INTERNATIONAL SPECIAL DAIRY FEED—a complete ready ration for dairy use. Costs less than ordinary mill feed. You can pay more money, but you cannot buy a better milk producing ration than International Special Dairy Feed.

INTERNATIONAL CLIMAX FEED—costs less money than Special Dairy Feed and is giving splendid satisfaction wherever sold.

INTERNATIONAL SUGARED HOG FEED—a concentrated feed for mixing with grains. Fattens hogs rapidly, makes pigs grow, keeps them healthy.

INTERNATIONAL SUGARED CATTLE FEED—a concentrated feed for mixing with grains. Fattens cattle quickly and gives a fine finish.

INTERNATIONAL POULTRY FEED—a scientific blending of wheat, corn, oats, barley, kaffir corn, sun flower seed. Largely increases egg production and keeps fowls in healthy condition.

INTERNATIONAL GROFAST CALF MEAL—a complete and cheap substitute for milk. Grows calves at a low cost without milk.

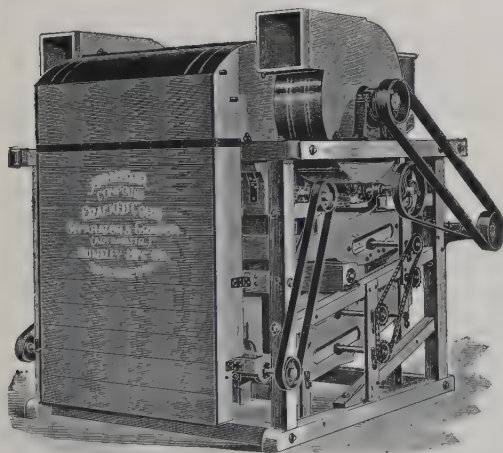
Our Prices on Above Feeds are Always in Line with the Market.

We Ship Mixed Cars at Regular Carload Prices.

One mixed car of **INTERNATIONAL** will provide you with a stock of everything you need in the feed line and all at carload prices.

International dealers are live ones. Are you on our list of customers? If you are not on our list, drop us a line and we will put you right for the balance of the season.

International Sugar Feed Co.
Mills at Minneapolis and Memphis
MINNEAPOLIS, MINN.



Monitor

The Latest in Cracked Corn Graders

The last word in new improvements **that are improvements**—the newest features of a radical character—the introduction of four wide air suction legs (instead of about one half as much air work on other machines)—the simplest thing in positive action sieve cleaners—the greatest area of sieve surface—a few of the things to get posted on about this new "Monitor" before **you** permit yourself to invest in a Cracked Corn Cleaner and Grader. Our story is a corking good one—hear it.

HUNTLEY MFG. CO.,

Silver Creek, N. Y.

Will YOUR Roof stand this test?

If burning embers fell on your roof from an adjoining fire, would you be alarmed for the safety of your building?

Statistics show that thousands of buildings are needlessly burned every year—because they are roofed with inflammable materials, easily ignited by sparks and brands. Safeguard your buildings against this dreaded fire-hazard by covering them with

J-M ASBESTOS ROOFING

This is the only ready roofing that affords perfect fire protection. It has withstood the flame of a powerful blow-torch for almost an hour without a sign of burning. The wonderful fire-resisting quality of J-M Asbestos Roofing is due to its *all mineral* construction—layers of Asbestos felt (fire-proof rock), cemented together with Trinidad Lake Asphalt, Nature's time-defying waterproofing.

The absence of perishable animal and vegetable substances also means that J-M Asbestos Roofing contains nothing to rot, melt, dry out, crack or rust. Hence, it *never needs coating or protection of any form. Its first cost is the last cost.* It is the cheapest-per-year roofing on the market.

Adapted to any type of building—in any climate. Easily applied, J-M Roofing Cleats, packed in each roll, make absolutely watertight seams and give the entire roof a handsome white appearance.

Order from our nearest branch if your hardware or lumber dealer can't supply you.

Write our nearest Branch today for a sample of the curious Asbestos Rock that forms the base of this roofing, and Catalog.

H. W. JOHNS-MANVILLE CO.

Albany	Cincinnati	Kansas City	New Orleans	San Francisco
Baltimore	Cleveland	Los Angeles	New York	Seattle
Boston	Dallas	Louisville	Omaha	St. Louis
Buffalo	Detroit	Milwaukee	Philadelphia	Syracuse
Chicago	Indianapolis	Minneapolis	Pittsburgh	1976

**ARE YOU WONDERING
What Manlift To Buy?**

If so, we want you to investigate the quality and service that's found in the

NEW ERA MANLIFT

Equally as good are our
**HAND ELEVATORS
POWER ELEVATORS DUMBWAITERS
INVALID HOISTS BOX HOISTS, ETC.**

Write for prices when needing anything in our line

Sidney Elevator Mfg. Co., Sidney, Ohio

Mention this paper.

**SUCCESS
SAFETY MAN LIFT**

ATTENTION,
ELEVATOR CONTRACTORS!

Write us for our Special
Proposition for 1913

DO IT NOW

HASTINGS

Foundry & Iron Works
HASTINGS NEBR.

**The Automatic
Dump Controller**

This machine can be attached to old or new drop dump, with but small expense.

Absolutely automatic, out of the sink, and requires no attention. Has control of the dump from the time the trigger is pulled until it settles entirely down.

Its using oil for a cushion makes it self lubricating.

There are hundreds in use over the entire grain section.

Our list of testimonials, and numerous duplicate orders is conclusive evidence of their value.

Satisfaction guaranteed.

For descriptive circular and list of users, write

L. J. McMILLIN

Board of Trade Bldg. Indianapolis, Ind.

**Safety Should Be
Your Watchword!**

Install a manlift in your elevator that will not endanger the lives of your employees. The Bird Cable Guide Manlift can be installed for

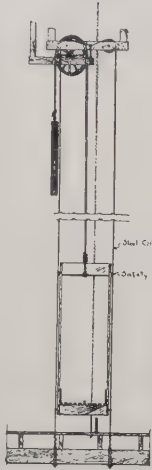
$\frac{1}{3}$

the cost of others. Special features include safety device in case of accident; wire rope guides easily kept in alignment; ball bearing on main top sheave. Safety first, install a Bird.

Write for full particulars.

C. E. BIRD & CO.

Corn Exchange
Minneapolis

**The Van Ness Safety
Roller Bearing Manlift**

Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days trial. Write for circulars and prices.

Manufactured and for sale by

**R. M. Van Ness
Construction Company**
Fairbury, Nebr., and Lincoln, Nebr.

**MILWAUKEE BAGS.**

Our "Aurora A" is a full size 2 bu. 16 oz. cotton seamless sack—strong and durable—and we are selling at prices which will interest you. We make all sizes of Jute Grain Bags—write for prices. Why not "Hindoo" Jute Twine for tying?

MILWAUKEE BAG CO.,

Milwaukee, Wisconsin

**Galvanized
Steel Baskets**

are very desirable for carrying coal and grain as they are light, dustproof, smooth on the bottom and have heavy rope handles that fit the hands.

Sides have deep corrugations, two plates forming "Double Bottom" are riveted to side and all seams soldered.

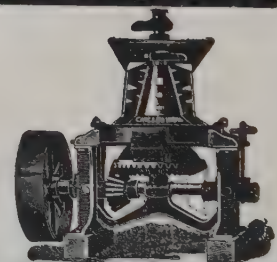
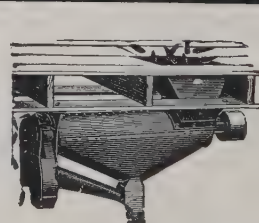
MADE IN ALL SIZES

Write for Catalogue and Discounts

H. B. Sackett Screen & Chute Co.

1679-91 Elston Ave., CHICAGO

Branch Office and Warehouse
CHARLESTOWN, MASS.

**Triumph Corn Sheller
and Crusher**

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

GRAIN ELEVATOR EQUIPMENT

We Stock and Manufacture a Complete Line of Equipment for

GRAIN ELEVATORS

PROMPT SHIPMENTS GUARANTEED

Write for Catalog and Prices.

The Manitoba Bridge and Iron Works, Ltd.
WINNIPEG, CAN.

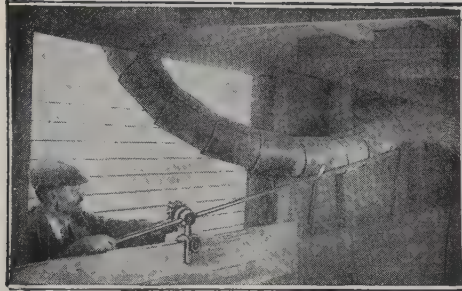
FREE TRIAL OF

Before buying a car loader take advantage of this liberal offer and order a "BOSS" Car Loader AT ONCE.



Drop a Card RIGHT NOW!

MAROA MFG. CO., Dept. 3, Maroa, Ill.



The Englehart Flexible Spout Holder and Carloader

Every elevator should have one and can easily afford one. Order one now, it is not going to wear out, it will last for a good many years.

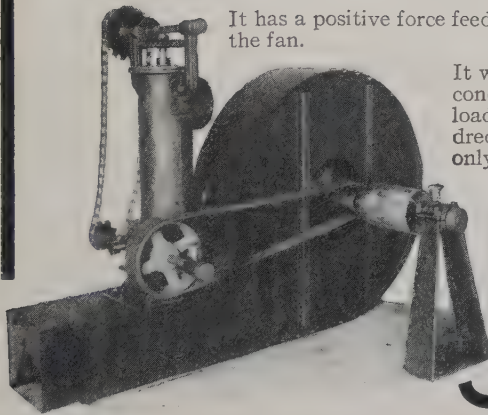
Saves pocketing of dust and dirt and lower grades of grains right in front of car door. Will grade your grain from one to two points higher on account of even distribution, which pays for itself. Saves time and annoyance of crawling into car when loading. This device does not crack the grain and blow it in every crack in the car, and does not require any horse power. Fully guaranteed. Hundreds now in use in sixteen States. Agents Wanted.

Write for our Prices.
Automatic Hopper Tallies, Flexible Spouts and all Elevator Supplies.

L. E. TAYLOR & CO., 914 Flour Exchange, MINNEAPOLIS, MINN.

If you want the best machine for handling grain in any condition, look over the

Bernert Pneumatic Conveyor



It has a positive force feed, that can be used anywhere ahead of the fan.

It will not crack or bruise grain, in any condition, dry or wet. It will convey and load cars, just as effectually, several hundred feet away as if the distance were only ten feet. It will do elevating, and transfer around angles. It will trim the largest boat to the fullest capacity, quickly and effectually. It will deliver the material where desired. For more information, write for catalog No. 5 to

BERNERT MFG. CO.

759 33rd St.

Milwaukee, Wis.

IF you are really anxious to learn the true merits and economical service of a

Combined Grain Cleaner and Pneumatic Car Loader

become acquainted with any user. We will gladly send list.

Why you should install the MATTOON—

It is impossible for it to mill or crack the grain.

It will fill largest cars to full capacity, without any labor in the car.

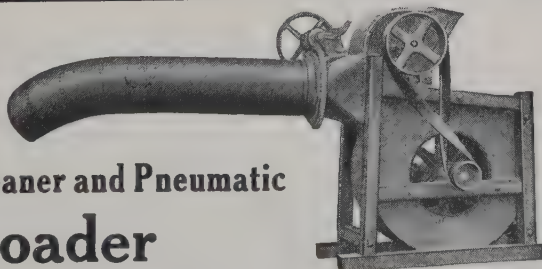
Strong and durable, automatic in action, and requires no attention after starting.

Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

WRITE FOR LIST AND CIRCULARS

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

"Loads Grain, Malt or Sand"



R + FUMA =

Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills with

FUMA

The only satisfactory method of treating grain in the bin, kills all insects, weevils, moths, etc.

10c. per lb., in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR

Manufacturing Chemist PENN YAN, N. Y.

CYCLONE

Dust Collecting Systems for your elevator

Cyclone Dust Collector for your cleaners



Our Improved Cyclone Dust Collectors are fire-proof. Built of galvanized steel. Entirely automatic. Have no moving parts. No braces or projections for materials to catch or lodge. Take less power. Increase capacity of fans.

Write today for further information.

CYCLONE BLOW PIPE CO.
Chicago, Ill.



Saves Half the Power

BECAUSE

There is No-Back-Pressure

The New "1905" Cyclone Dust Collector

Write for Catalog on Dust Collectors

The Knickerbocker Co.

Jackson, Mich.

Elevator Machinery and Supplies

We carry a large stock and can fill orders promptly.

Grain Cleaning Machinery

We handle a full line and can give you a machine for any kind of work you want to do.

Roll Corrugating and Grinding

The best work—quick service.

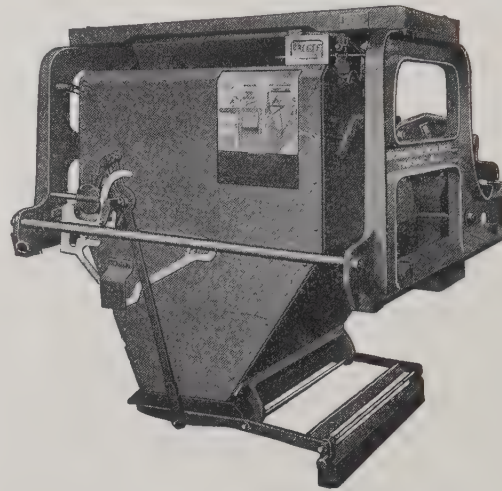
Write us for Catalog and Prices on anything you need.

The
Strong-Scott Mfg. Co.
MINNEAPOLIS, MINN.

Northwestern Agents for

**Invincible Grain Cleaners,
Richardson Automatic Scales,
Knickerbocker Dust Collectors**

The RICHARDSON STANDARD AUTOMATIC SCALE OF THE WORLD



Does it pay to put the very best materials and workmanship into an automatic scale? Does the public appreciate the untiring effort of the manufacturer to produce the *best*?

The answer to this lies in the huge growth, during the last quarter of a century, of the use of Richardson automatic scales.

There is no grain scale as accurate—as an example, a test made last week on the

Richardson automatic scale having a capacity of 10,000 lbs. per draft showed it to be weighing within 1/100th of one per cent.

You can't afford to weigh your grain on a scale less accurate than the Richardson.

You can get full particulars by writing

RICHARDSON SCALE COMPANY

1909 Republic Bldg., Chicago
Minneapolis, Minn.
Omaha, Neb.

Passaic, N. J.
Wichita, Kas.
Dallas, Tex.

Buffalo, N. Y.
Lethbridge, Alberta
Bridgeburg, Ontario

The AVERY Weigh

Avery Automatic Scales

are simply constructed and do not easily get out of order.

They are accurate, and assure a precise and reliable tally on incoming or outgoing grain.

Let us tell you all about them.

makes impossible the mistakes that a human weighman is subject to, and does the work in one third the time. The savings effected on account of

Accuracy Time and Labor

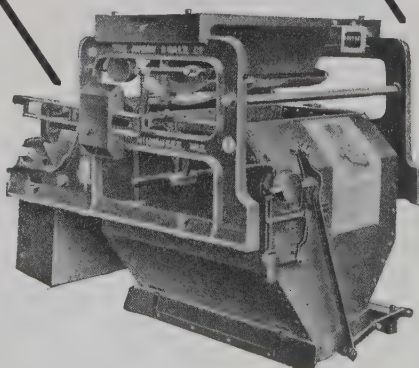
Send for Descriptive Literature

will pay for their cost in short order.

AVERY SCALE CO.

N. MILWAUKEE, WIS.

732 Marquette Bldg., Chicago.
1600 U. S. Express Bldg., N. Y. City.
Room A-1 Chamber of Commerce, Minneapolis.
426 Board of Trade, Indianapolis, Ind.
506 McGreevy Bldg., Winnipeg, Canada.
441 Brandeis Bldg., Omaha, Neb.
202 Boston Bldg., Kansas City.
310 Merchants Exchange, St. Louis



SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought } **PRICE, \$3.00**
Form 385 Record of Car Loads Shipped }
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

The GERBER

PATENT FLEXIBLE CHAIN TELESCOPE CAR LOADING SPOUT

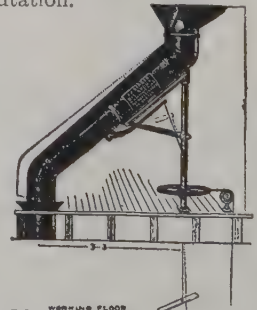


is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of metal—almost equal to saw blade.

Notes swivel joint at S.

IMPROVED DISTRIBUTING SPOUTS

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world wide reputation.



Don't accept those "Almost as good."
For satisfaction, get the genuine, made by

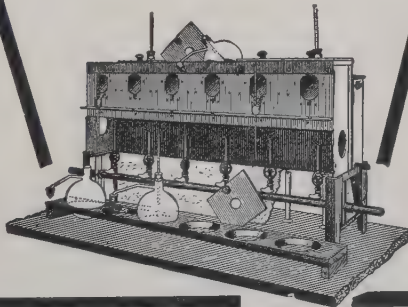
J. J. GERBER
MINNEAPOLIS, MINNESOTA

The time to use a moisture tester to advantage is before purchasing a crop; let the farmer see exactly how much water he is delivering, buy it on the basis of dry content. Any one will admit the folly of buying a gold brick and afterwards testing it to see whether or not it contains any of that metal. The grain dealer's practice of buying corn and testing only when he gets ready to ship is just as foolish. — *Editorial from G. D. J.*

That's the point. You must have a moisture tester. Know what you are buying and avoid the gold brick. The roads of "Good Business" lead to the

Brown & Duvel Moisture Tester

as designed and approved by the
U. S. Department of Agriculture.



The
Kny-
Scheerer
Co.

Department of
Seed Apparatus

404-410
West 27th Street,
NEW YORK, N. Y.

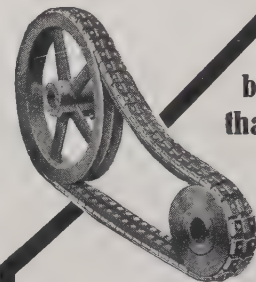
Operation
—Easy
Installation
—Simple
Construction
—Durable

Send for
U. S. Gov't Reprint

BOWSHER FEED MILLS

Crush ear corn (with or without shucks) and grind all kinds of small grain.
Handy to operate—**lightest running**. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.
Write for Catalog and folder about the value of different feeds and manures.
The N. P. BOWSHER CO.
South Bend, Ind.

GROW HEALTHY STOCK



A perfect
belt to drive
that feed mill

Feed mills require much power at very high speed, thus small pulleys and short centers are desired.

Peerless-V-Belt

operates at high speed on short centers, without lubrication or noise. The abundance of slack assures freedom from pressure on bearings. These belts are not affected by moisture, dirt or dust, and are always clean.

Principle of wedge utilized assures a non-slipping belt.

Write for more about this belt, in Book 115. Let us tell you what it has done.

PEERLESS-V-BELT COMPANY
Chicago Cedar Rapids New York

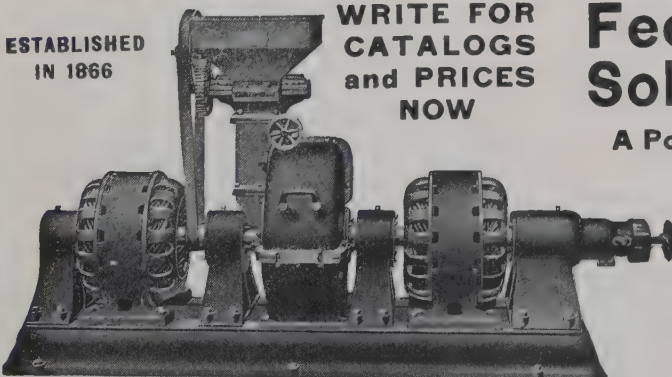
"Monarch" Ball Bearing

ESTABLISHED
IN 1866

WRITE FOR
CATALOGS
and PRICES
NOW

Feed Grinders will always Solve All Your Troubles.

A Positive Saving of 25% or More in Power.



"Monarch" Ball Bearing Direct Motor Driven Attrition Mill

We manufacture the Largest, Most Improved, and Most Complete Line of Machinery for Flour and Feed Mills, Grain Elevators, etc., in the World.

Don't Forget!

that we make Direct connected electric motor, as well as Belt Driven Ball Bearing Double-head or Single-head Feed Grinders and Corn Crackers, Our Specialty

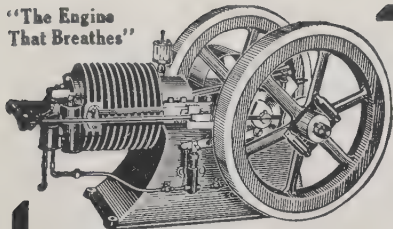
You cannot afford to operate your plant without one of these "Monarch" mills, because of the large amount of power saved or the tremendous increase in capacity that you will obtain with present power. Guaranteed to never get out of tram. **TRY ONE OF THEM NOW**

SPROUT, WALDRON & CO., MUNCY, PA.

THE MILL BUILDERS, P. O. BOX 26

WESTERN OFFICE: 9 South Clinton Street, CHICAGO
SALES DEPARTMENT, REPRESENTATIVES AND BRANCH OFFICES AT ALL PROMINENT POINTS

"The Engine
That Breathes"



Zero Weather Does Not Affect The Gade Air Cooler

THE GADE is the only successfully AIR COOLED engine on the market. Having eliminated all out-side cooling devices The GADE is in a class by itself. GET THIS TROUBLE PROOF ENGINE for your elevator and you will have a reliable, medium priced engine that will work for you 365 days every year on ONE THIRD LESS GASOLINE than any other engine on the market. Cannot be overheated under full load regardless of length of time in continuous use. Real FIVE YEAR GUARANTEE. We have thousands of satisfied elevator men who have used this engine for years. Get the benefit of their experience. Write at once for complete descriptive folder describing this WONDERFUL ENGINE. We have a special proposition to make Elevator men.

GADE BROS. MFG. CO., 110 Main St., Iowa Falls, Iowa

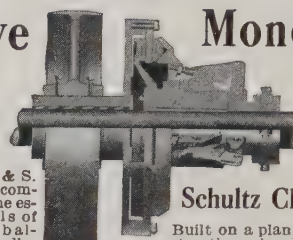


DONT PAY TWO PRICES for a Friction Clutch

Some sizes as low as one dollar per horsepower. This clutch will carry 25 to 50% overload. Built any size 5 to 100 HP. Write today for circular and discounts.

Decatur Fdy. Furnace & Machine Co., Dept. D, Decatur, Ind

Save Money!



Use
the
New

The S. & S. Clutch combines the essentials of perfect balance, reliability, and simplicity, assuring absolute effectiveness.

Schultz Clutch

Built on a plan of construction absolutely new. It saves you Money and Power.

Send for the S. & S. Catalog

A. L. SCHULTZ & SON, 1677 Elston Av. CHICAGO, ILL.

Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

Order Form 321 . . . Price, \$1.50

GRAIN DEALERS JOURNAL,

La Salle St., Chicago, Ill.

Gas Engine Books

Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

The Practical Gas Engineer, by E. W. Longanecker, M. D., Price, \$1.00.

The Gas and Gasoline Engine, by Norman & Hubbard, Price, \$1.00.

The Gas Engine Hand Book, by E. W. Roberts, Price, \$2.00.

Gas Engine Troubles and Remedies, by Albert Strimatter, Price, \$1.00.

Plain Gas Engine Sense, by E. L. Osborne, Price, \$1.00.

Grain Dealers Journal

315 So. La Salle St. Chicago, Ill.

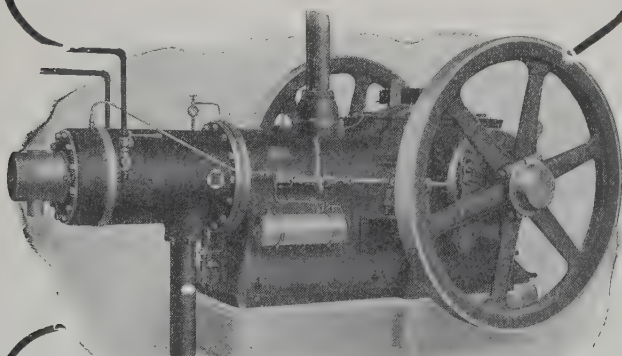
THIS OIL ENGINE

Has Every Qualification That Appeals to a Prudent Purchaser.

TYPE "C" SPECIAL HEAVY DUTY MUNCIE OIL ENGINE

OUR LATEST PRODUCTION THE ACME OF PERFECTION

Water-Cooled Bearing. Mechanical Oilier. Compressed Air Self-Starter. As steady, dependable and reliable as the sun. The most desirable COMBUSTION ENGINE BUILT, Operates on Fuel Oil as low as 19 degrees Beaume and on as little as 7/10 Pint per H. P. Hour. 10 to 200 H. P. Over 15,000 H. P. in Use.



40, 50, 60, 75 and 100 H. P. Type C

Get our FREE 60-page book "POWER PROBLEM SOLVED." The most instructive matter ever printed on oil engines.

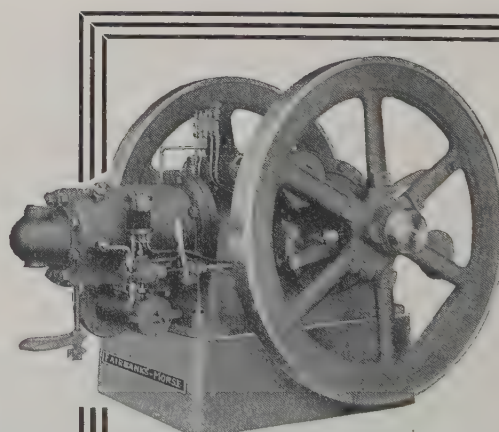
MUNCIE OIL ENGINE CO.

54 Ohio St., Cor. Railroads, MUNCIE, IND., U. S. A.

TONS to Dollars and Cents

Shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. Well printed on good paper, and bound in cloth; marginal index. Size 4 1/2 x 8 1/2 inches, 110 pages. Price \$1.00.

GRAIN DEALERS JOURNAL, La Salle St., CHICAGO, ILL.



Fairbanks-Morse Oil Engines

Operate with high economy on many grades of the cheaper fuel and crude oils. Change from one fuel to another without adjustment.

Write for Catalog 13S550.

Fairbanks, Morse & Co.

Chicago New York St. Louis Kansas City Omaha St. Paul
Oil Tractors, Electric Motors, Electric Light
Plants, Windmills, Feed Grinders.

We Have Recently Perfected a New Drier Construction

Which has enabled us to:

Increase the exposed drying area $33\frac{1}{3}$ per cent over our original type of construction. This means a heavy increase in drying capacity.

The new type machine is perfectly self-cleaning and does not require the use of movable bulkheads as formerly used. The machine can be operated either as a dump or continuous feed drier.

The power required to drive the fan has been reduced 50 per cent and we can guarantee a steam consumption due to the use of a return air system which is unequalled by anything on the market today. The use of a return air system is exclusive with the Ellis Drier and is covered by process patent 1,001,259.

Furthermore:

The Ellis Drier is the only drier which truly applies

its air to both sides of the grain layer. This system is covered by basic patent 921,097, which in part reads: "the grain is disposed in vertical shafts or columns and in which there are pressure flues and exhaust flues through which the air under pressure is APPLIED TO BOTH SIDES OF THE GRAIN COLUMNS."

Anyone making claim to a return air system and the application of the drying air to both sides of the grain layer is making a deliberate misstatement of fact and is soliciting business under false pretenses.

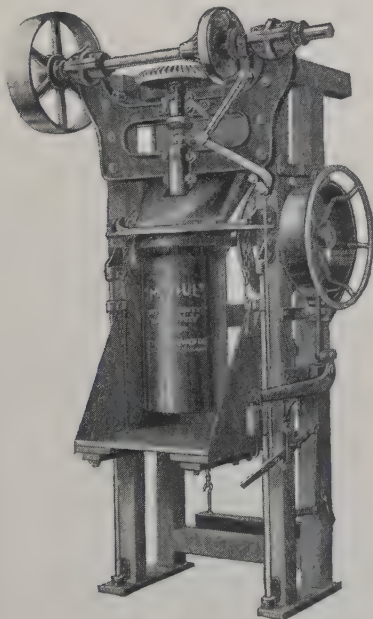
We construct our driers with woven wire cloth because we KNOW a hot steel plate will do injury to the product. Ask any practical grain man. Small driers carried in stock.

The Ellis Drier Company

POSTAL TELEGRAPH BUILDING, CHICAGO, U. S. A.

GRAIN DRIERS

OAT BLEACHERS



Mogul Automatic Dust, Hulls and Feed Packer

Sacked hulls, corn bran, clippings, scourgings, beet pulp, malt sprouts and dust for feed purposes are in great demand.

This Packer is designed to pack the maximum weight of such material into the smallest size sack, thereby effecting a considerable saving in the cost of labor, sacks and transportation.

Catalogue is free—send for it.

The
Sign of
Quality



THE S. HOWES COMPANY
SILVER CREEK, N.Y.



The
Sign of
Quality

REPRESENTATIVES

F. E. Dorsey, 3850 Wabash Ave., Kansas City, Mo. J. O. Smythe, 1034 W. 32d St., Indianapolis, Ind. Geo. S. Boss, Jefferson Hotel, Toledo, Ohio
W. M. Mentz, Sinks Grove, W. Va. Wm. Watson, 703 West Union Bldg., Chicago, Ill. E. A. Pynch, 311 3d Ave. S., Minneapolis, Minn.
Special Sales Agents—THE P. H. PELKEY CONSTRUCTION CO., WICHITA, KANS.



The boy seems afraid of the man, but why should he? He's as big! Measure them and see!

ONE of the things that holds back many small business men, is the fear of their competitors. If these competitors happen to be big, the little fellow is frightened half to death every time he makes a move. He has the same dread of the big merchant that the child has of the hobgoblin.

The Competitor Not As Big As He Looks!

The "big" competitor is not always as big as he looks. Bulk alone means nothing. "A chain is no stronger than its weakest link." Unless the big elevator owner can handle his grain at less expense per bushel than the smaller one, the latter has little to fear. But if the big grain merchant has better and faster machinery, and a finer all around elevator equipment, the smaller dealer is "up against it." You can get on the same basis with him only by reducing your overhead charge.

WESTERN MACHINERY

will rob the big dealer of all his terrors. Long ago he saw the advantage of installing "Western" machinery, so that he could do business at less expense. It was the adoption of progressive methods that made him "big." You can get into his class by using the same methods. The weakest link in his chain, as in yours, is overhead expense. Put yours on an equality with his — and "there's nothing to it!" Our SHELLERS and CLEANERS keep down your fixed charges and soon pay for themselves in the saving they effect in operation. Send for our big, free Catalogue, "Everything From Pit to Cupola." It will make it clear to you why the "boy should not be afraid of the man."

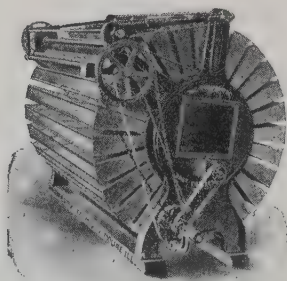
UNION IRON WORKS

::

::

Decatur, Illinois

Pneumatic Dust Collector



BARNARD & LEAS MFG. CO.
MILL BUILDERS AND
MILL FURNISHERS
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

The one with that excellent cloth cleaner, that maintains its original air filtering capacity for years without expense or attention.

A sturdy, dependable machine, free from frail parts.

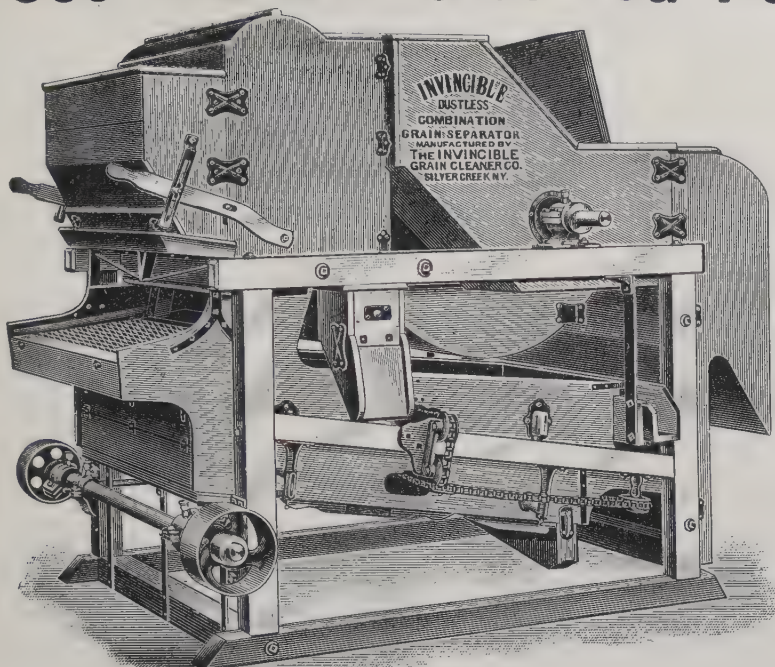
Users of the Pneumatic never have to wash the cloth to renew its capacity.

A dust collector with a poor cloth cleaner is only half a dust collector. It will cause back pressure.

Don't dissipate money buying doubtful devices. The same money will buy one that will gratify and please you.

Send us an order for a Pneumatic Dust Collector and learn why enlightened millers brag of its efficiency.

Do Not Overlook It—It Is Designed For Your Use and Will Give You Perfect Satisfaction



If you need a Receiving Separator you would have to search diligently to get a machine that would compare to the INVINCIBLE.

It's just a question whether you prefer to take in the screenings with the wheat at wheat prices or whether you make sure that your good wheat money buys wheat only and not screenings.

The modern way is to clean the wheat from the wagons and pay for the good. That is a legitimate way of getting a proper yield from your dollar.

We send the machine on trial and guaranteed.

Fully equipped with self-oiling bearings and pitmans of the latest type.

Invincible Grain Cleaner Co., Silver Creek, N. Y.

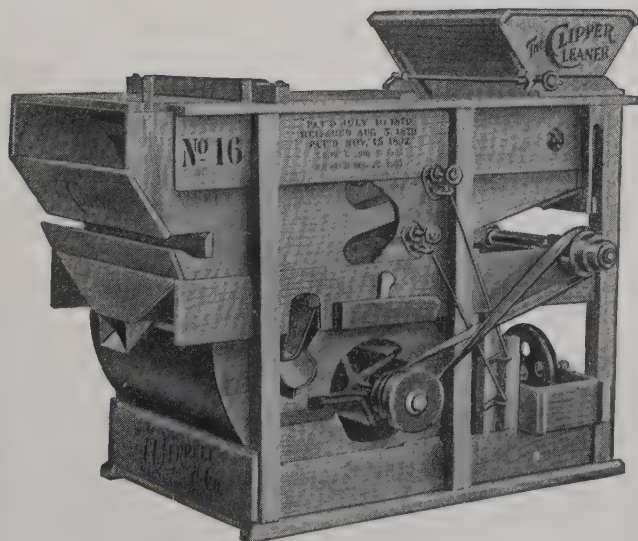
F. H. MORLEY, Jr., 805 Webster Bldg. Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6027 Chesnut St., Philadelphia, Pa.
CHAS. H. STERLING, Jefferson House, Toledo, Ohio

REPRESENTED BY

F. J. MURPHY, 234 Exchange Bldg., Kansas City, Mo.
F. E. KINGSBURY, Terminal Hotel, St. Louis, Mo.
J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.

SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky. STONG-SCOTT MFG. CO., Minneapolis, Minn.

The No. 16 Clipper Seed and Grain Cleaner



This is a first class Cleaner of medium capacity that will make any separation that can be made on our largest and most expensive machines

It has Traveling Brushes on the screens and Special Air Controller. These two devices make it possible to separate any two kinds of seeds or grains that are not of exactly the same size or weight. The Brushes keep the screens from becoming choked and the Air Controller regulates the blast to exactly the proper strength to blow out light or blasted clover without blowing out good seed, or to blow out light or chaffy grain from the plump, heavy grain when grading for seed purposes.

This machine is light running, well made, nicely finished and guaranteed to give satisfaction. Catalog and full description furnished on request.

A. T. FERRELL & CO.

SAGINAW, W. S.

MICH.

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

ELEVATOR FOR SALE at a bargain; 25,000-bu. cap. Flour and coal business. Good grain locality. First class opportunity for right man. Hillrose Milling & Merc. Co., E. H. Link, Sec'y, Hillrose, Colo.

ELEVATOR FOR SALE in Northern Iowa town, six hundred people, two other elevators. Reason for selling—located too far away from balance of properties. Address Coline, Box 2, Grain Dealers Journal, Chicago, Ill.

ILLINOIS elevator for sale on I. C. R. R., 25M capacity; in good farming section; handle from 175,000 to 200,000 bus. annually; no competition. Also a five-room house and one acre of land. Address Illinois, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—12,000 bu. elvtr. in the center of corn belt of Northwestern Ohio. This elvtr. does a 125,000 annual business in grain, 70 car loads of coal, 1,300 bbl. flour business; does an annual custom feed grinding business of 6,000 bu., and a good feed business. Address R. J. L., Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE AT A BARGAIN—Elevator, 9,000 bu. cap.; hay, grass seed and potato business in connection. Also good house, barn and out-buildings with 5 acres of land, 5 blocks from elvtr. Net yearly profit \$3,000.00. Reason for selling, wish to retire and go to Florida. Address Florida, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator and corn mill. Buildings and machinery are modern and in good condition. No elevator within 180 miles; large amount of grain and grain products consumed in surrounding territories. Write for further particulars. Alexandria Mill & Ele. Co., Alexandria, La.

IOWA, 40,000 bu. cribbed elevator for sale. Handled 300,000 bu. last season; coal, feed, tile and silo business in addition. Also 10,000 bu. corn crib and bins for 200 tons coal. Elevator equipped with dumps, corn sheller and cleaner, grain cleaner, Avery automatic scale; new 12-horse International gas or kerosene engine. Address John Ristvedt & Son, Paton, Iowa.

FOR SALE OR RENT, the best located elevator in the state, handle from 400,000 to 500,000 bushels annually from this station, only two other elevators in town, no farmers house here, feed mill in connection, grind 20,000 to 50,000 sacks feed for farmers annually, also 1,000 cars of produce shipped out of this station every year; on private grounds and on side track. For particulars address Woodgreen, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE

In order to close up a partnership, am offering for quick sale the property of the La Rose Grain Company, La Rose, Illinois. This property consists of three elevators with a capacity aggregating nearly 100,000 bushels. One on the A. T. & S. F. R. R. and two on C. & A. R. R. Elevators are well equipped, and two of them are in excellent condition and are equipped with Richardson Automatic Scales. No competition, and station handles, in an ordinary crop year, over 300,000 bushels. (Books will substantiate this statement.) La Rose is a small thriving town with good churches, school, telephone and electric light service. Splendid lumber and coal business to go with plant if desired. Come any time and look over property. Quick action advisable.

HARRY M. TAGGART, La Rose, Ill., Receiver.

ELEVATORS FOR SALE.

GOOD KANSAS grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

TWO GOOD elevators for sale in So. Eastern So. Dak. A large territory, crops always good. Lock Box 115, Menno, S. Dak.

NORTHWESTERN OHIO—15,000 bus. elevator, coal business in connection; good territory. Address Maple, Box 3, Grain Dealers Journal, Chicago, Illinois.

FOR SALE—Three modern equipped elevators in Southwestern Minnesota, on C. M. & St. P. Ry. Address Modern, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE—Have a nice lot to select from. Let me know your wants and how much you wish to pay. Address Jas. M. Maguire, Campus, Ill.

FOR SALE, Elevator at Independence, Ia., on I. C., at a bargain if taken before April 1st. Would also sell lumber and coal business. Write T. E. Sarcliff, owner.

NORTHERN OHIO elevator for sale. Coal and feed business in connection. Town of 25,000; county seat. Address Eston, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—8,000-bu. iron-clad elvtr. in N. E. Kans.; doing a good business in grain and feed; reason for selling, other business. Address John, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two elevators in Southern Wisconsin. Feed business in connection. Average net profits last seven years, 25%. Address Wisconsin, Box 12, Grain Dealers Journal, Chicago, Ill.

IOWA—Two-thirds interest in 15M capacity elevator and feed mill, fine proposition; corn sheller; automatic scales; feed grinder, etc. Town of 800. Fine railroad facilities; no competition; will require \$4,000 to handle. Address S. & M., Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator 22M bushel capacity; well built; cribbed construction; located on Rock Island in Southwestern Minn. Good business in growing territory; two competitors; good reason for offering property for sale. Address Moreland & Shuttleworth, Larchwood, Iowa.

ELEVATOR IN CENTRAL INDIANA with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

PUBLIC SALE.

On February 28th next, I shall sell at public sale the elevator at Lemert and the mill at Sycamore, Ohio, belonging to the Sycamore Grain and Milling Company. A great opportunity for bargains. For particulars address

Geo. E. Schroth, Trustee,
Tiffin, Ohio.

BLACKWELL, OKLA., elevator for sale. 25,000 bu. capacity, equipped with corn sheller and cleaner; wheat cleaner and clipper; 200 bu. hopper scales; three stands of elevators; gas engine. Located in the best farming section of Okla., with the prospects of a bumper wheat crop. Will sell at a bargain, as it is located too far from us. Address J. M. Moberley & Sons, Windsor, Ill.

ELEVATORS FOR SALE.

IF YOU WANT to sell your elevator, insert an advertisement in the "Elevator For Sale" columns and get quick results.

FOR SALE—One good modern 25,000 bu. elvtr. in the best grain belt of Oklahoma. Address W-H, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Grain elevator, coal and machinery business, best location in Northern Montana. Address Thos. A. Halverson, Sweet Grass, Mont.

NORTHERN INDIANA elevator for sale, 10,000 capacity; located in good town on L. S. & M. S. Good grain center. Reason for selling, ill health. Address Opportunity, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator, 5M capacity, sells everything that the farmer uses; on N. Y. C. Lines, 35 miles from Cleveland, Ohio. Cheap if taken at once. Address Bert, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two of the best money-making elevators in Central Ind. Good receipts grain and profitable side lines. Don't answer unless you mean business. Address Ross, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Good substantial, modern, equipped elevator. Capacity 15,000 to 17,000 bushels. Located in center of seed belt. Good live town. For information, write or see Phillip Ochs, Jr., of Hoisington, Kans.

MARSHALL CO., KANS., elevator for sale. Located on M. P. Ry.; good town. Equipped with all necessary machinery. Good annual business. No trades considered. Address H, Box 3, Grain Dealers Journal, Chicago, Ill.

10,000 BU. ELEVATOR, Northern Indiana, on Wabash Ry., in town of 300, for sale at \$4,500. Will pay for itself in 2 years. No competition. Good side lines. No trades considered. Must sell at once. Rudolph V. Shakes, Plymouth, Ind.

INVESTIGATE THIS

A strictly modern 20,000 bus. capacity cribbed elevator for sale. Located in the best grain growing section of Montana. Built in 1913. A proposition worth looking into. Address Montana, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator of 65M bus. capacity, and branch house located in good town in No. Cen. Ill. Handles over 200,000 bus., also good coal and feed business. Only elevator in town. A-1 proposition. Address Max, Box 3, Grain Dealers Journal, Chicago, Ill.

NORTHERN OHIO elevator for sale, 10,000 bushels capacity. Coal business in connection. Located on B. & O., good town in good grain territory. If sold within 60 days will sell for \$2,000, cost double that. This is a good opportunity for live grain man to establish himself in growing business. Address S. J. Hawkins, Collins, Ohio.

75,000 BUSHEL modern elevator, 5,000 bushel corn crib, 200 ton coal sheds, mouse proof flour and feed room for two car loads. Handles 150 to 200,000 bu. per year; only two elevators in good town of 700 people; corn cleaner; oats cleaner, weigh out scale, dump scale in elevator, coal scale outside. A first class business opportunity in N. W. Iowa. Address

St. John Grain Co.,
Worthington, Minn.

ELEVATORS WANTED.

I HAVE 160 acres of Kansas wheat land to trade for elevator or town property. Address John Pearson, Preston, Nebr.

FARM FOR ELEVATOR.

I will exchange improved Illinois farm for Illinois elevator. Address Box 523, Maroa, Ill.

WANTED six or seven elevators in Kansas or Oklahoma; will buy, rent or lease them. Address Ly, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE or trade for an elevator—One-half sec. N. D. land. Prefer ele., So. Eastern S. D. or So. Western Minn. C. H. Reimers or A. E. Ireland, Carrington, N. D.

I WANT to buy an elevator—well located, doing a good business under favorable competition—give full particulars first letter. Address Chester, Box 4, Grain Dealers Journal, Chicago, Ill.

EXCHANGE—Good 160 A. S. E. Kansas farm for elvtr. in Kans. or Mo. Elevator must show it has been handling 60,000 bus. of wheat annually. Address Kansas, Box 3, Grain Dealers Journal, Chicago, Ill.

192 ACRE FARM, ½ mile Hamilton, Ohio, 9 room brick house, 8 room frame house, 2 bank barns, one 40x90 and one 36x50. Good orchard; to exchange for elevator. Address Union, Box 1, Grain Dealers Journal, Chicago, Ill.

EXCHANGE—We have about forty quarter sections of prairie lands, some of it improved, which is clear of incumbrance, for which we will accept elevators in the Dakotas, Northern Montana and Minnesota. Address H, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED—TO LEASE.

WANTED TO LEASE elevator and coal business for two years, if it proves all it is guaranteed, will buy at fair valuation at expiration of lease. Address Howe, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED TO LEASE—by experienced responsible party—an elevator in Illinois, Iowa or Minnesota. Am able to handle a heavy business. Address Oak, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED TO LEASE—Elevator; live town in Central Ills.; or will put my time against good house, manage same and furnish half the capital. Have the money and ability to handle large volume of business. Address Rane, Box 2, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

WANTED—PARTNER in new 24,000 bu. elevator in N. W. Ohio. Capital needed \$3,000 to \$6,000. References exchanged. Address Rome, Box 3, Grain Dealers Journal, Chicago, Ill.

PARTNER WANTED—A Miller with ability to take the management of good 125 bbl. flour mill. Fine opportunity for right party. \$5,000 necessary. Address Pierce, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

IF YOU WISH to sell your elevator promptly and quietly, write me, giving full particulars. Address Jas. M. Maguire, Campus, Ill.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

SITUATIONS WANTED.

SITUATION WANTED as grain buyer or manager of elevator; 14 years experience. Sober. Western Mont. preferred Box 112, Shelby, Mont.

WANTED employment in grain elevator, four years' experience; single, best of references. Address Glenn, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED — Married man with 1½ years experience, desires position with some good reliable grain firm as mgr. of one line of elvtrs. Best of references. Address Charles Rice, Monticello, Ill.

A MAN with 15 years' experience, would put in some money and take charge of a country station or would take a position with a good grain firm. Address N., Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as grain buyer; four years experience in one elevator; life time experience in grain. Satisfactory references. North Dakota preferred. W. R. Lewis, Dacoma, Okla.

WANTED—POSITION as manager for reliable grain firm at country station; years of experience; good references; now employed, desire to change. Address Rose- mont, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as manager of grain, coal and lumber business; long experience; speak German and English. Can put some money with a good firm or invest same in other business. Address Iowa, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—Married man with 15 years experience in Feed and Seed business, wants a position as Sales Manager or General Manager. Have specialized in manufacture and sales of Poultry Feed for the past 8 years. Address Broker, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED a position as manager of an elevator Co. Have had five years experience in buying and selling grain, coal, flour and feed. Have had experience in running all kinds of elevator machinery. Have had seven years experience in bookkeeping. Can give bond and best of references. Will take position with Farmers Ele. Co. or Line Co. Address Louis, Box 1, Grain Dealers Journal, Chicago, Ill.

BUSINESS OPPORTUNITIES.

I WANT TO BORROW \$3,500 on my elevator property for two years—it cost \$9,000—carry \$6,000 insurance. Address Box 28, Boswell, Ind.

WANTED—Grain and Lumber business in Iowa or Illinois town of not less than 1,000 population. Must be a good proposition. German community preferred. Address Lare, Box 2, Grain Dealers Journal, Chicago, Ill.

WESTERN SEED BUSINESS—Wishing to retire, will sell ½ interest in thriving seed business in good western city. Does \$125,000 to \$150,000 business annually. Address Western, Box 4, Grain Dealers Journal, Chicago, Ill.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

MILLS FOR SALE.

FOR SALE—50 bbl. flour mill in good running order, at a bargain. A money maker for right party. Owner wants to retire. Address S. I. DeMoss, Edwardsport, Indiana.

WISCONSIN 50-bbl. steam roller flour mill and 10,000 bu. elevator for sale. This plant is in excellent grain territory and is on paying basis. Will consider trade for income property. Address Burr, Box 3, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

EXPERIENCED MAN wanted to run steam elevator; steady employment; good wages to right man; references required. Address Cable, Box 4, Grain Dealers Journal, Chicago, Ill.

LARGE LINE elevator company desires to secure the services of good live, energetic agents; married men preferred. Good salary. Positions will be open any time between now and August first. Please state in reply—age, nationality, languages spoken in addition to English, experience, salary expected, and give names of at least five references. Address Lineco, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED by one of the older and most prominent grain commission firms in a Southwestern Primary market, with an established business, a cash man who thoroughly understands merchandising of wheat, corn, oats, etc. An energetic young man with ambition and experience has an opportunity to make an excellent connection if he has the proper qualifications. Address Market, Box 4, Grain Dealers Journal, Chicago, Ill.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

AGENTS.

WANTED—Traveling solicitors calling on grain, feed and milling trade to handle, as a side line, automatic bagging scale, absolutely accurate and priced below competitive scales. This is an easy seller. Write for further particulars. Geo. W. Pettée, 1063 Thorndale ave., Chicago, Ill.

SCALES FOR SALE.

FOR SALE—One Fairbanks 30,000 lbs. capacity hopper scale, used two years; in good condition. Will sell cheap. Address Chris Fieker, Carlinville, Ill.

SECOND-HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

BUILDING MATERIAL.

FOR SALE CHEAP—2,000,000 feet elevator cribbing, lumber, joists and boards; 2,000 sash and doors, all sizes. Our prices will surprise you. Write at once for bargains. Ruel Wrecking Co., 7337 Stony Island Ave., Chicago.

DYNAMOS—MOTORS.

DYNAMOS AND MOTORS, second-hand and new. Also expert repairs. Guarantee goes with all machines and repairs. Let us quote you our prices. Northwestern Electric Co., Chicago, Ill.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

WE HAVE the largest stock of second-hand electric motors and generators in America and buy and sell, rent, exchange and repair electrical machinery of all kinds. Send for our "Monthly Bargain Sheet," showing complete stock with net prices. All machines guaranteed in good order.

GREGORY ELECTRIC CO.
CHICAGO, ILLINOIS

MACHINES FOR SALE.

FOR SALE—No. 2 Cylinder Sheller and Cornwallis Corn Cleaner. Reasonable price if sold soon. A. C. Klauman, Cuba, Kans.

AT A BARGAIN, Roberts alfalfa mill machinery; complete; nearly new; cap. 3 tons per hr.

1-100 h. p. Atlas engine, nearly new.
1-100 h. p. Atlas boiler, nearly new.
Hillrose Milling & Merc. Co., E. H. Link, Sec'y, Hillrose, Colo.

MACHINERY BARGAINS.

1 4 h.p. Gasoline Engine.....	\$75.00
2 Boot Tanks, each.....	20.00
1 No. 4 Buffalo Fan.....	15.00
1 Steam Condenser.....	30.00
1 Grain Spout complete.....	4.00
1 large bell.....	20.00
10 Belt Tighteners, each.....	5.00
600 Salem-cups, 6x16, each.....	.12
50 " " 6x18 ".....	.12
600 Empire Buckets, 5x16.....	.06
150 " " 6x18.....	.06
1 26" 6 ply 90 ft. Drive Belt.....	50.00
2 26" 3 ply 125 ft. Conveyor Belt, ea..	50.00

All of the above are in good condition and snaps at the prices offered.

La Crosse Wrecking & Lumber Co.,
La Crosse, Wisconsin.

SACRIFICE SALE NOW ON.

All Makes and Sizes of Attrition Mills.
16" to 24" Robinson's\$65 to \$120 ea.
16" " 26" Unique's 60 " 130 "
16" " 36" Monarch's 60 " 200 "
16" " 36" Foos's 60 " 200 "
16" " 26" American's 55 " 200 "
16" " 24" Halsted's 55 " 135 "

Many types of single head mill also. We need the room for other purposes.

All the above mills completely remodeled and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also a full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers, Crackers, etc. Write us for catalogs today. Give us a chance on all your requirements, whether new or second-hand.

George J. Noth,
No. 9 South Clinton Street, Chicago, Ill.

FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills: 9x14 and 9x18 Barnard & Leas, 9x18 Noye, 9x18 Nordyke and Marmon; one 9x24 Northway; one 9x24 Dawson, 9x30 Allis three pair high; and 9x18 and 9x30 Hutchinson; 9x30 Acme; two pair high; one No. 1 and one No. 2 Willford, three roll high, and many other listed in our Bargain Book.

Write for one—Mailed on request.
Corn and Cob Crushers:—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, Foos Scientific Mills, No. 2 "Triumph," 2 No. 7 and one No. 12 Sullivan, etc.

Attrition Feed Grinding Mills—16, 20, 24, and 30 inch "Monarch"; 18 "Modern Special"; 30 inch "American"; 16, 19 and 24 inch Foos; 24 inch "Unique."

Single Roller Mills:—9x18 and 9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 10x24 and 12x24 "Downtown"; 12x30 Allis.

Double Roller Mills:—All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Buckets Attached.

Address Dept. Q for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shaftings, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.
Est. 1872. Inc. 1901.

B. F. GUMP CO.,

431-437 So. Clinton St.,

Chicago,

Illinois.

MACHINES FOR SALE.

FOR SALE—One 12" Robinson Attrition Mill, used one year, good as new. New Sealing Rings and Grinding Plates. Price \$100.00.

One Victor Combined Sheller and Cleaner, mill size \$35.00.

One 24" Monarch French Stone Buhr Mill and elvtr. in perfect condition, \$100.00.
D. O. Friend, Brighton, Iowa.

I HAVE JUST THE MACHINE you are looking for. I have installed one of larger capacity or power, and have no further use for old one. It is in fine condition, and I will sell for an extremely low price. I am one of the 6,000 readers reading the "Machines Wanted" columns of the Grain Dealers Journal, Chicago.

GASOLINE ENGINES.

FOR SALE—28-30 h.p. Foos standard horizontal, \$365. 100 other sizes and styles. State your power needs. Badger Motor Co., Milwaukee, Wis.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

ENGINE BARGAINS.

15 h.p. Foos
8 h.p. Havana, new
6 h.p. Fairbanks-Morse
10 h.p. Fremont
4 h.p. Havana, new
1-500 h.p. Corliss Engine
1-400 h.p. Corliss Engine
1-1000 Bu. National Auto. Scale, new
1-Bowsher Feed Mill No. 7, good as new
1-Wilford & Nordway, 3 high Feed Roll
1-Silver Creek Grain Cleaner
1-36 inch leather belt, 2 ply good as new
1-Rumley, 20 h.p., Traction Engine
The above are in good condition.
Three carloads of lumber cheap.
We buy and sell all kinds of machinery.
H. GROSS LUMBER & WRECKING CO.,
Omaha, Nebr.

STEAM ENGINES, BOILERS.

STEAM ENGINES OR BOILERS for sale find many ready buyers when offered thru the grain trade's accepted medium—for engine bargains—the "Steam Engines—Boilers" column of the Grain Dealers Journal, Chicago.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

If Your Business

isn't worth advertising
advertise it for sale

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN.

DIRECTORY

OF THE

Grass Seed Trade

BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants.
Scarlett & Co., Wm. G., whse. seed merchants.

BUFFALO, N. Y.

Whitney-Eckstein Seed Co., grass and field seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.

Illinois Seed Co., The, grass and field seeds.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds.

Louisville Seed Co., grass seed dealers.

Ross Seed Co., field seeds, exporters.

MADISON, WIS.

Olds Seed Co., L. L., Wis. field seeds.

MEDIA, ILL.

Lewis, E. G., field seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

Rosenberg & Lieberman, alfalfa, clover, etc.

Teweles & Co., L., grass and field seeds.

MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seeds.

NEW YORK, N. Y.

Leifmann's Hamburg, rep. I. L. Radwaner, fld. sds.

Loewith, Larson & Co., clover, grass, field seeds.

TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, Whse. Field Sds.



FAIRNESS PROMPTNESS and COURTESY

Characterize the Service
of the

THE NATIONAL CITY BANK OF CHICAGO

Capital \$2,000,000.00 Deposits \$30,137,165.78
Surplus and Undivided Profits \$768,433.37

Approved by the Chicago Board of Trade as
a Margin Depository.

105 S. Dearborn St.
CHICAGO, ILL.

SEEDS FOR SALE—WANTED

"MAY BELL" Brand Pure Field
WE BUY **SEEDS** WE SELL
ROSS SEED CO., Louisville, Ky.

WE BUY AND SELL
Clover, Timothy, Alfalfa, Millet, Seed Grain
and Seed Potatoes.
Our Specialties—Wisconsin Pedigree Grains
and Wisconsin Grown Seed Corn.
L. L. OLDS SEED CO.
MADISON WISCONSIN

Feed Manufacturers ATTENTION

YOU have trouble knowing when and
where to buy your supplies,
at times,

DON'T YOU?

I can stop that at once. Let me ex-
plain my plan to SAVE you

MONEY

Ask me and I will show you how by
return mail.

ARTHUR T. PALMER

Manufacturers' Purchasing Agent

811 Chamber of Commerce, DETROIT, MICH.



**ALFALFA AND
RED CLOVER**
our specialties.

Also dealers in Alsike
Clovers, Timothy, Mil-
lets, Rape, Grasses,
Buckwheat, Seed, Corn,
etc.

You will find us willing to pay
top prices for quality seeds. Write
for sample envelopes.

ROSENBERG & LIEBERMAN
Founded 1860 Milwaukee, Wis.

ACCOUNT BOOKS FOR SALE
BY
GRAIN DEALERS JOURNAL, CHICAGO

GRAIN WANTED.

WANTED—Yellow Ear Corn and Oats
Straw. C. T. Hamilton, New Castle, Pa.

GRAIN FOR SALE.

GERMAN MILLET is our specialty and
we are now in position to supply your
trade with car lots or less; sample on re-
quest. D. H. Clark, Galt, Mo.

HAY FOR SALE.

DANIEL BRYAN,
Portland, Indiana,
shipper of hay, grades guaranteed.
Write for prices.

SEEDS WANTED.

WANTED—Seeds, all kinds; send sam-
ples and lowest prices. C. T. Hamilton,
New Castle, Pa.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

Crabbs, Reynolds, Taylor Co.

Crawfordsville, Ind.

WE BUY
WE SELL **CLOVER SEED**

Write Us

SEED CORN

We make a specialty of choice quality dry seed
corn stock—car lots or less. Samples mailed on
request. Corn that will grow.

ALLEY GRAIN CO.,

MERCER

MISSOURI

SEEDS WANTED.

LEWIS & CHAMBERS,
Louisville, Ky.,

are buyers, in season, of
clover, timothy, red-top, etc.

WANTED—Clover Seed and Clover Tail-
ings. Bad buck-horn lots our specialty.
Send fair average samples with lowest
prices. C. C. Norton's Sons, Greenfield, O.

WANTED TO BUY medium, mammoth
and alsike clover, also American grown
white clover, also strictly Montana grown
alfalfa. Submit samples and name lowest
prices. Jameson, Hevener & Griggs, 181 E.
6th st., St. Paul, Minn.

SEEDS WANTED.

Send samples and prices High Grade Red
Clover, Timothy, Alsike, Alfalfa, Red Top,
Millet, Cane, Kaffir Corn, etc.

Blamberg Brothers, Inc.
Baltimore, Md.



Timothy—Red Clover—Alsike—
Alfalfa—White Clover—Crimson
Clover—Canada Bluegrass—Ken-
tucky Bluegrass—Redtop—Millets
—Lawn Seed—Orchard Grass—
Seed Grains—Peas—Popcorn, etc.

**WHITNEY - ECKSTEIN
SEED CO.**

BUFFALO, N. Y.

Correspondence Invited

ALFALFA SEED

Non-irrigated New Crop

ROYAL QUALITY KANSAS GROWN

Over 99 per cent pure

We also make a Specialty of

MILLET AND CANE

We will be pleased to submit samples and prices upon application.

RUDY-PATRICK SEED CO.

1304 W. Eighth St., KANSAS CITY, MO.



**RED
WHITE
ALSYKE
AND
ALFALFA
CLOVERS**

**THE ILLINOIS
SEED**

CO.

CHICAGO, ILL.

**TIMOTHY
RED TOP
MILLETS
BLUE GRASS
SEED GRAIN**



SEND FOR PRICES

MAIL SAMPLES FOR BIDS

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

FOR SALE—Timothy seed, large or small amounts. Write for prices and sample. J. M. Schultz, Teutopolis, Ill.

FOR SALE—Alsike Seed at \$16.50 per hundred pounds. Write for sample. C. C. Norton's Sons, Greenfield, Ohio.

FOR SALE—Timothy Seed, Medium Clover, Alsike Clover—ask for price and sample. Friedley Bros., Carrothers, Ohio.

CLOVER SEED wanted. Have buyers for car lots or less, clover. Mail samples and offers. G. S. Mann, Postal Tele. Bldg., Chicago, Ill.

SEED CORN.

Pure bred, fire dried, Ida Co. Yellow Dent, White King. Also Seed Oats and Barley. Samples free. Allen Joslin, Holstein, Iowa.

SEED CORN YOU WANT—Imp. Reid's Yellow Dent, Leaming, Boone County White. Also Medium Y Soybeans and Clover.

E. G. LEWIS,
Media, Henderson Co., Ill.

I. L. RADWANER
American Rep.
R. LIEFMANN SONS
Succ.
HAMBURG

Red Clover
Alfalfa
Dwarf E. Rape
White Clover
Alsike
Natural Grass
English Rye
Red Top

171
Broadway
NEW YORK

CLOVER **TIMOTHY**
Choice new-crop re-cleaned seeds. Offer at
\$13.00 to \$15.00 Cwt. \$4.00 to \$5.00 Cwt.
F. O. B. Our track. Subject market changes.
Write for samples.
HOFLER SEED CO., NORA SPRINGS, IOWA

We are Buyers and Sellers of Timothy, Clover, Millet and other Grass Seed. Submit samples and we will make you prices. Send for our Wholesale Garden and Field Seed Catalog.

L. L. MAY & CO.,

St. Paul, Minn.

SEEDS FOR SALE.

FOR SALE—Weather stained alfalfa seed—good germination—in car lots or less. Bowman Bros., Logan, Kans.

ALFALFA—Good re-cleaned, not irrigated seed. Write for sample, price. J. Jacobson, Formoso, Kansas.

BLACKMAN & GRIFFIN COMPANY,
Ogden, Utah,
handle Alfalfa Seed. Get their prices.

SEED CORN FOR SALE.

I have 4,000 bushels Reid's Yellow Dent at \$3.50 per bushel. Orders filled as received. Clarence T. Walton, Champaign, Ill.

CLOVER SEED, extra good quality, for sale in carload lots or less. Write for samples and prices. Nathan Grain Co., Fort Wayne, Ind.

CLOVER SEED FOR SALE.

Send for samples and prices, stating how much you want. We have large stock Little Red, Alfalfa, Timothy, Cow Peas, etc.

McCoy & Garten,
326 So. Cap. Ave., Indianapolis, Ind.

10,000 bushels of big yielding varieties of seed corn. Consisting of Reids, Yellow Dent, Silvermaize, Leaming and Johnson County White Dent. Can furnish in large or small lots. McGREER BROS., COBURG, IOWA



SEEDS FOR SALE.

SEEDS FOR SALE

Located in Best Clover section in Indiana. Write for samples and prices. S. Bash & Co., Fort Wayne, Ind.

TO OFFER—Indiana re-cleaned Medium and Mammoth Clover Seed, and 1912 crop Rice Pop Corn. Lacy Seed & Hay Co., Noblesville, Ind.

FETERITA SEED FOR SALE.

Pure Feterita seed, supply limited, write for samples and prices. Ramey & Massey, Tipton, Okla.

FOR SALE.
RED CLOVER SEED AND WHIPPOOR-
WILL PEAS.
HORNER ELEVATOR & MILL CO.,
LAWRENCEVILLE, ILL.

FOR SALE—Choice Selected Seed Corn suitable for Illinois, Iowa, Nebraska, Kansas and Missouri. Yellow and White varieties. Prices right. Write for particulars.

The McCaull-Webster Elevator Co.,
Sioux City, Iowa.

NORTHERN GROWN SEED CORN



Cured in largest kiln drying plant in the Northwest.

All varieties of Dent, Flint and Northern Grown Seed Corn.

Grain and Grass Seed.

Write for Catalog and Prices today.

N. J. Olsen Co.

Moorhead, Minn.

Red River Valley Seed House



Buy Our Celebrated
BADGER BRAND



Selected Seeds
and
Seed Corn

L. Teweles & Company

Established 1865

MILWAUKEE, WISCONSIN

Pioneer Distributors of Pure Seeds

Alfalfa
Red Clover
Alsike Clover
White Clover

SEEDS

Timothy
Peas
Vetches
Rape

Always Reliable

SEED CORN

Best Results

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

I HAVE 2,500 bushels of St. Charles white seed corn for sale in carload lots. Write for sample and price. Address J. H. Holtorf, Malmo, Nebr.

FOR SALE—Home grown clover and timothy seed. Guaranteed to comply with seed laws of any state. Write for samples and price. C. E. Atherton & Co., Deep River, Ia.

FOR SALE—Johnson Co. White seed corn, picked from 1912 crop, tests 95% to 100%, satisfaction guaranteed; ears \$3.00 bu., shelled and graded \$2.50 bu. Special price on 25 bu. or more. W. C. Young, Box J, Fancy Prairie, Ill.

SEED FOR SALE.

German Millet, Timothy, Sapling, Medium Red and Alsike Clover, Cow Peas, Cane Seed and Seed Corn of all varieties. We will buy Oats, white and black mixed, bulk cars, mail samples and lowest prices.

Wood, Stubbs & Co.,
Louisville, Ky.

SEEDS FOR SALE.

FOR SALE—Best quality clover and timothy seeds. Also Ried's Yellow Dent seed corn, 1912 crop. Write for samples and prices. A. D. Hayes Co., New London, Ia.

FOR SALE—Choice early varieties Northern Grown Seed Corn, Minn. 13, Early Murdock, Early White Dent, Ried's Early Yellow Dent, at \$1.50 f. o. b. Parkston. Special prices in car lots. Send money with orders. Charles Zehnpfennig, Parkston, S. Dak.

HUMISTON & ST. JOHN FIELD SEEDS Worthington, Minn.

Some choice lots of Minn. No. 26, Swedish Select, Big Four and Early Yellow Oats. Clean Barley, Flax, Timothy and Clovers. Minnesota No. 13 and Wisconsin No. 7, Seed Corn.

All our Corn and Seed Grains are Minnesota grown, selected with care as to variety and cleanliness. Samples and price upon application. In car lots or less.

SEEDS FOR SALE.

FOR SALE—Medium, Mammoth and Alsike Clover seed. Samples and prices on request. We buy direct from producer. N. W. Mattix & Co., Lebanon, Ind.

CLOVER SEEDS FOR SALE.

We are the largest dealers in Northwestern Indiana (the heart of the best seed section). Buy only of the grower at our 12 elevators and seed warehouses. We do not deal in any Foreign seed whatever. Write for samples and prices in car lots or less.

Stiefel & Levy,
Fort Wayne, Ind.

We Buy and Sell

Wheat Screenings, Cane Seed, Salvage Wheat and Kafir Corn. Write or wire for prices.
HENRY LICHTIG GRAIN CO., Kansas City, Mo.

Grain, Clover and Grass Seeds,
CHAS. E. PRUNTY,
7, 9 and 11 South Main St. SAINT LOUIS

SEEDS



WE ARE BUYERS
of
Timothy
Clovers
Millets
Flax, etc.

SEEDS

Send Samples for Prices

TIMOTHY our Specialty
MINNEAPOLIS SEED CO.
MINNEAPOLIS, MINN

THE ALBERT

DICKINSON

COMPANY

SEEDS

Timothy
Clover
Flax
Agricultural

CHICAGO

Grain Bags
Pop-Corn
Seed Corn
Beans, Peas

MINNEAPOLIS

HEMP MILLET
SUNFLOWER FIELD PEAS
ORCHARD GRASS
NATURAL GRASSES
SAND or HAIRY VETCH
DWARF ESSEX RAPE
CRIMSON CLOVER

WE ARE DIRECT IMPORTERS

Ask for Special Prices
Carlots or Less

Wm. G. Scarlett & Co.
SEED MERCHANTS
BALTIMORE, MD.

FOR IMMEDIATE SHIPMENT

FROM NEW YORK

EUROPEAN Fancy ALFALFA
WHITE CLOVER
CRIMSON CLOVER
ALSIKE CLOVER
SAND or HAIRY VETCHES
DWARF ESSEX RAPE
BROMUS INERMIS

Samples and Prices upon request

LOEWITH, LARSEN & CO.
150 Nassau St., NEW YORK

A New Cleaner

Wild and Tame Oats Guaranteed Separated From Wheat to $\frac{1}{2}$ Pound Once Through. NO Wheat Wasted—400-500 Bushels Per Hour.

This machine is the result of 30 years experience in dealing with dirty grain in a cleaning way. It is a departure from all other devices used to clean grain for commercial purposes—and it has abolished the idea that perfect work in cleaning grain can not be accomplished with great capacity. This machine is a combination suction and blast machine absolutely dustless—with a sideshake of the separating gang and a repeat system

catching the oats at the point where they may go thru if at all with the wheat and elevating them back to the hopper.

The No. 60 Marquis Combined Suction and Blast Cleaner and Separator

is made in several sizes for Terminal Elevators, for Country Elevators and for Warehouses. It has been installed in about 150 elevators in the wild oat belt and in several Terminals in Minneapolis and Duluth and are giving in each and every instance perfect satisfaction. We will be glad to send you a complete list of Elevators where the machine is used—and you can investigate fully. Write for full particulars, catalogue, prices and specific guarantee which we make part of the contract.

If you are handling wheat or barley mixed with oats this machine will make it pay you to substitute it for any other machine you may have. Tell us what you want accomplished when you write.

J. L. Owens Co. Chamber of Commerce
MINNEAPOLIS, MINN.

We make a full line of other cleaners for all conditions and purposes in elevators, warehouses or seed houses anywhere in the country. Let us quote on your special requirements.



GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager.

SUBSCRIPTION RATES

To United States, Canada and Mexico, semi-monthly, one year, \$1.50; one copy, 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year, \$2.50.

A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, ILL., FEBRUARY 25, 1914

LEAKING gasoline pipes are too dangerous to be tolerated around a grain elevator, as is evidenced by the burning of a house at Colton, S. D., last week.

CAR DISTRIBUTION proved too hard a nut for the Interstate Commerce Commission to crack; and it decided that the shippers' only course was to rely on the wisdom and fairmindedness of the local railway agent.

MISSOURI shippers are bringing many suits against the railroads of that state for the recovery of overcharges in freight under the recent decision of the United States Supreme Court which holds the Missouri maximum freight rate law valid.

THE CRUMBLING of the concrete foundations of a steel storage tank at Dallas last week resulted in the wrecking of three tanks and the spilling of 25,000 bus. of wheat all over the surrounding landscape. From the beginning of time men have carelessly erected houses on the moving sands, only to decide later that their structure can never be stronger than its foundation.

THE LATEST evidence of greed on the part of a rail grain carrier is supplied by the C. M. & St. P., which has established a charge of \$2 for lumber needed for grain doors used in loading grain on its rails in Milwaukee destined for delivery to industries on other lines in that city. The next thing the carriers will be charging shippers for the privilege of cooping their cars.

YES, DOC WILEY, the ex-autocrat of the Agricultural Department, can be depended upon to spin a fit when he learns that the United States Supreme Court has decided that the Pure Food and Drug act places on the government the burden of establishing that the added poison or deleterious substances absorbed in bleaching flour or purifying grain must be such as to make the articles injurious to health. This cannot be done, so bleaching and purifying will continue.

McCUMBER'S federal grain inspection bill, as recommended for passage by the Com'te on Agriculture and Forestry of the United States Senate, has been amended to make the effective date Jan. 1, 1915. This is the same old bill, S. 120, introduced from year to year, and has no connection with the bill for federal supervision of grain inspection, which is being prepared in the office of grain standardization, U. S. Dept. of Agriculture.

IOWA grain dealers who buy grain at pounds per bushel other than those specified in the new weights and measures law owe it to themselves to drop the word "bushel" from their vocabulary and bid for grain a stipulated price for a stipulated number of pounds. Deputy Inspector Bitner, whose speech at the Waterloo meeting is reported elsewhere in this number, insists that those buying grain by the bushel of weight other than that specified in the law are likely to be prosecuted.

A CONGRESSMAN recently introduced a resolution in the House of Representatives stating that the Chicago and Duluth Boards of Trade and the Minneapolis Chamber of Commerce are a "grain trust" and demanding an investigation. Practically on the same day a government expert in the employ of the Department of Labor issued a report, in which he came to the conclusion, after a most thoro study of the grain business in the Southwest, that wheat is handled on an exceedingly small margin and that the grain business is suffering from over-competition. Facts every grain dealer will swear to.

KANSAS farmers are credited with mixing an unreasonable amount of foreign matter with their wheat, and recently a miller, who makes it a practice to clean all of the wheat received at his elevator before sending it to the mill, found that one grower was delivering as much sand as wheat. So long as grain buyers accept dirt as grain and pay for it at grain prices they must expect a few farmers to indulge in these swindling tricks. Many millers have long made it a practice to clean all wheat before weighing and returning the screenings to the farmer. This discourages the farmer hauling screenings and other foreign matter to market, because he knows he will have it back again.

THE MARKETS are preparing to adopt the federal corn grades on July 1. The Minnesota State Grain Inspection Department has already announced such action; and it seems certain that the Illinois State Grain Inspection Department will soon be authorized to make the change. Competitive conditions and the risk of prosecution of interstate shippers under the Food and Drugs Act will practically force all inspection departments to use the federal standards after July 1. Then for the first time in the history of the grain trade, the country shipper will know that No. 3 corn means the same thing the country over and he will be able to foretell, with a reasonable degree of accuracy, what his corn will grade before he ships it.

SPOTTING cars at elevators by railroad switching crews will be an expensive luxury soon if the railroads are permitted to establish the proposed charge of 7½c a ton for spotting cars, the minimum charge to be \$2 per car. The Interstate Commerce Commission in recent utterances has disclosed an intention to require the railroads to charge all patrons for privileges and services not rendered to all parties alike, so it seems very likely that the Commission would not only favor but force this proposed charge for spotting cars. Grain elevator men who are fortunate enough to have car pullers and pushers will be able to escape assessment. It now behooves grain shippers everywhere to insist upon cars being coopered ready for loading, or else that the rules be amended so that the railroads can fully compensate the shipper for the time, labor and material utilized in preparing its cars for the reception of shippers of grain.

IF THE railroads are not to be permitted to build terminal elevators and lease them to grain firms for operation, how will the trade obtain central market storage facilities? The railroads are directly interested in the prompt unloading of their cars; their charters and most of the state laws require them to establish depot facilities for freight and passengers at all the stations, but of course they cannot hope to operate a terminal house as profitably as can a private individual who is interested in much of the grain, handled through it. Terminal elevators are absolutely indispensable. Neither the railroads nor the grain trade could well get along without them. Probably every grain firm would prefer that the public houses be operated by firms not interested in the grain business. This has been tried in nearly every terminal market and in some places has proved very successful; in others, notably Chicago, such an elevator does not seem to prove sufficiently attractive to get the business.

Bleaching and Sulfuring Permissible

The Supreme Court of the United States on Feb. 24, 1914, held that the federal inspectors could not condemn food under the Pure Food and Drugs Act unless the food contained "any added poisonous or other deleterious ingredient, which may render such article injurious to health," in the words of the Act.

This decision was given in remanding back for new trial the suit of the Lexington Mill & Elevator Co., of Lexington, Neb., in the U. S. District Court of the Western District of Missouri, known as the bleached flour case. The government sought to condemn 625 sacks of flour bleached by the Alsop process. Judge Day held that the allegation by the government that the bleached flour contained 1.8 parts to the 1,000,000 of a poisonous character, was not sufficient. The government must show that the 1.8 parts per million made the flour deleterious to health. As it is practically impossible to demonstrate this, the millers bleaching flour consider this decision a complete victory.

Grain shippers bleaching oats will derive benefit from this decision, as it has never been shown that sulfuring of oats renders the grain deleterious to the health of live stock.

Free Service by Carriers Rebating.

All forms of free service performed by the railroads for the benefit of individual shippers are held to be in effect rebates and to create a discrimination contrary to the spirit of the Interstate Commerce Act. This is the gist of the Interstate Commerce Commission's decision of Jan. 20 ordering trunk lines to cease granting rate divisions, per diem rebates and demurrage agreements with so-called industrial railways.

The Commission found that large industrial companies, particularly steel corporations, organized so-called railway companies to operate the tracks in their plants. These industrial railways or tap lines, controlling, as they do, the large traffic of their owning corporations, were able to force the trunk lines to grant them excessive proportions of thru rates, to obtain rebates on per diem charges, and to escape the payment of all demurrage charges. By means of these special allowances and exemptions, the tap lines were able to obtain from the carriers revenues sufficient to pay all expenses of operation and, in many instances, a heavy dividend to the owning corporation. The total revenue loss to the carriers from this cause is estimated at \$15,000,000 annually.

The Commission argued that all allowances and free service to particular shippers discriminated against competing firms not so favored and also against the general public. It ruled that the trunk

lines could not legally grant any allowances and could perform no service other than to place cars at a reasonable point of interchange on the tracks of the tap lines. The railroads are now reported to be planning to make a spotting charge wherever they are required to move a car on a private sidetrack further than necessary to clear the main tracks.

Huge Fund for Crop Improvement.

A fund of \$4,800,000 is provided annually by the Smith-Lever bill, recently passed by Congress and signed by the President for the purpose of providing expert agriculturists in every county in the Union to show the farmers how to increase their income.

The bill gives \$10,000 unconditionally to each state for farm demonstration work. It further appropriates \$300,000, pro-rated among the states on the basis of rural population. This appropriation is increased \$300,000 each year until a maximum of \$3,000,000 is reached. In order to obtain a share of this second fund, each state must provide a sum of money equal to that received from the federal government.

The bill will provide, it is estimated, \$1,500 for each agricultural county. As the states will have to furnish an equal sum, ample funds will be available for placing a trained farm adviser in every county in this country.

When the United States Department of Agriculture and the various state agricultural experiment stations were started, it was thought that all that was necessary to improve crops was to publish the necessary information in bulletin form. It was supposed that the farmers would read the bulletins and voluntarily improve their farming methods. In the past decade an enormous mass of information has been compiled and printed, but very little of it has been put to practical use. The first man to realize that crop improvement was possible only by both having the required information and also by showing the farmer how to apply it on his own farm, was Howard H. Gross of Chicago, who fired the enthusiasm of railway presidents, farm implement manufacturers, bankers, governors and agricultural experts, and in time organized the National Soil Fertility League.

Mr. Gross is responsible for the county agent idea. The tremendous success attending the work of county agents in those counties which now employ them proves that Mr. Gross's ideas are correct, and with the funds appropriated by the Smith-Lever bill available, agricultural experts can be provided for every county, and the greatest step forward ever accomplished will be taken towards bigger crops and a better rural life.

THE SEED TESTING campaign that is now being promoted by the Crop Improvement Com'ite of the Council of Grain Exchanges promises to give an accurate survey of the condition of small seed grains in twenty states. This is only one of the many activities of this com'ite in the cause of better agriculture. Many of the crop improvement agencies have complained that grain men, who are directly benefited by any improvement in the quality and yields of the farms, are lacking in interest and are not doing nearly as much good work as implement dealers, bankers and other business men. This is true, but is not entirely the fault of the grain dealer. Much of the crop improvement agitation has been impractical and useless. The grain man is usually a busy man and must devote most of his time to making a living. So far little attempt has been made by the various "agricultural experts" to show him in a practical manner how he can help the crop improvement propaganda without too great a sacrifice of time and money. The seed testing work of the Crop Improvement Com'ite is just such an opportunity. The grain man can become a member of his local seed testing com'ite and help the good work without in any way interfering with his business. He can lend his expert knowledge of seeds to the cause. He can help work up the enthusiasm of the school children and the farmers. Every grain man should write to the Crop Improvement Com'ite at Chicago and to his local superintendent of schools and take active part in this seed testing campaign. Tested seed means better seed; better seed means better crops; better crops mean more business and more profit to the elevator man. But he should not enter the work in that spirit. He should volunteer his services for the good of his community and get his reward in the knowledge that he has helped to increase the prosperity of his community by increasing the products of its farms.

INTEREST on overcharges collected by carriers has been approved as a proper item in a reparation claim by the Interstate Commerce Commission. Shippers collecting reparation claims should be sure to include in their claims interest charges, so as to reimburse themselves for loss of the use of their money thru the railroads' error. Now that the railroads find that they have to pay interest on these claims, they will no doubt effect settlements with greater expedition.

SUFFRAGETTES are probably rejoicing over the appointment of a woman expert, Miss Louise Allen, as Nebraska state seed inspector. However, the dealer and user of seeds are little concerned over the political aspects of the appointment, but are greatly concerned over the proper enforcement of the seed inspection law, which was passed in 1911 but until this year has been a dead letter. Judging from Miss Allen's long experience in seed analysis work, the enforcement of the law is now in capable hands.

Effect of Signing B/L.

Under the uniform B/L and the official classifications the railroad companies have a schedule rate and a rate 10 per cent higher. The shipper is offered his choice of these two rates, the one carrying the liability imposed on the carrier by the uniform B/L and the higher rate carrying the full common law liability.

A shipper who accepts the schedule rate knowing that a higher rate is exacted for the common law liability is presumed to have accepted the uniform B/L conditions, even tho he has not signed the B/L. If the shipper accepts the 10 per cent higher rate and does not sign the B/L he is presumed to get the protection of common law liability. Consequently shippers who take the schedule rate gain nothing by refusing to sign the B/L.

Having signed the uniform B/L or accepted the schedule rate, several clauses therein become of deep interest to the shipper of grain, the first being the second paragraph of Sec. 1, which provides that *"No carrier shall be liable for differences in the weights of grain, seed or other commodities caused by natural shrinkage or discrepancies in elevator weights."* At first glance it would seem that under this clause the carrier could compel the shipper to accept settlement on basis of destination weights of claims for grain lost in transit, and that when there is a difference between the weights of elevators at origin and destination the carrier could choose to settle at the smaller weight. This, however, is not true; for the reason there is no legal quibble or use of language possible in a B/L whereby the carrier can evade its duty to deliver all the property intrusted to it at point of origin.

The courts have invariably held that the carrier is responsible for the full amount loaded, and even go so far as to place on the carrier the burden of proof when there is a discrepancy in weight. It follows that the foregoing clause is of no force and effect, and in that respect the shipper should lose nothing by signing the B/L.

The second clause of special interest to the grain shipper is the second paragraph of Sec. 3, following:

The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property (being the bona-fide invoice price, if any, to the consignee, including the freight charges, if prepaid) at the place and time of shipment under this bill of lading, unless a lower value has been represented in writing by the shipper or has been agreed upon or is determined by the classification or tariffs upon which the rate is based, in any of which events such lower value shall be the maximum amount to govern such computation, whether or not such loss or damage occurs from negligence.

This clause is certain to cause a loss to the shipper in the few instances where there is loss of, or conversion of, an entire carload, as in such cases the value of shipment reaches an important figure. This clause is legal and binding upon the shipper who accepts or signs the uniform B/L, the courts having held that car-

riers may limit the valuation by such agreement with the shipper, and that it is binding when the shipper is given his choice of two rates, one higher and one lower.

A case on this point is now in the federal courts, J. C. Shaffer & Co., of Chicago, plaintiffs, seeking to enforce the liability of the carrier on the basis of value at destination, which is the real value. Grain being a commodity of fluctuating price, always bot and sold on the basis of terminal market value, it is unjust to the grain shipper to compute his loss on the value at place and time of shipment. His profit on the handling of the carload is usually one-fourth to two cents per bushel, and during the one to four weeks' time in transit, the terminal market value may advance twenty or thirty cents per bushel. As the dealer is under the necessity of buying in at the terminal market to fill his contract he sustains a loss of perhaps 25 cents per bushel in case carrier fails to make delivery.

The dealer who signs the B/L assents to this injustice. If he refuses to sign the B/L and demands valuation at destination the carrier will exact 10 per cent additional freight on the plea that it is assuming common law liability, but the charge of 10 per cent is exorbitant as covering only the question of valuation at destination instead of at point of origin. This clause is subject to attack in the proceedings now before the Interstate Commerce Commission on proposed changes in the uniform B/L. The Commission has power to make this clause in the B/L read differently.

By signing the B/L the shipper also assents to the clause requiring him to present his claims for loss or damage within four months after delivery, or within four months after a reasonable time to make delivery, in case delivery is not made. This limit of time is unjust to the shipper and buyer, as in some cases the loss is not discovered within four months and in other cases the damage is learned only when the property is rehandled, several months later. When the shipper is not present at the point of destination, but has ordered his property into store, the shipment may never reach destination and he may not learn of failure to make delivery until a year after the time delivery should have been made. In cases of entire failure to make delivery there should be no limit of time in which to present claim.

Another objectionable clause which the shipper agrees to by signing the B/L is paragraph 3 of Sec. 5 that "When received from or delivered on private or other sidings property shall be at owner's risk until the cars are attached to and after they are detached from trains." The responsibility of the carrier should begin when the shipper has completed loading and continue until shipment has been delivered.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

M. L. & T. 32884 passed thru Wortham, Tex., Feb. 19, leaking corn from bottom of car. Did not stop.—J. W. Cooper.

C. M. & St. P. 43478 billed from Colman, S. D., to Omaha, Neb., passed thru Dell Rapids, S. D., Feb. 18, leaking at bottom of side door. Outside car door had been used instead of regular grain doors.—W. H. W., Colton, S. D.

A. T. & S. Fe 43375 passed thru Wortham, Tex., Feb. 18, leaking white corn at both doors. Did not stop.—J. W. Cooper.

Atlantic Coast Line 29406 was derailed at Grundy Center, Ia., Feb. 12. The axle was broken and car tipped over; wrecker spilled most of corn out in picking up car. I loaded this car thru elvtr. into C. R. I. & P. 150790, wagon scale weights 62,470, automatic scale weights, 62,400.—E. E. Billings.

Southern 134980 was set out at Pemberton, O., Feb. 7, on account of hot box. Car was in bad condition, 2 door posts being broken on side, and leaking at end and side. Repaired best I could. Agent advised me it had been shipped from west of Indianapolis.—O. J. Reeder, with L. G. Shanely.

I. C. 25102 passed thru Colfax, Ill., Feb. 6, leaking at side.—John J. Williams, J. R. Williams & Son.

C. & N. W. 74268 was set out at Emerson, Neb., and transferred Feb. 5, one side post being broken off and yellow corn ran out.—L. A. Olmsted, agt. Oscar Bring.

Wabash 66068 passed thru Brenham sta. (Greensburg p. o.), Kan., Feb. 4, leaking wheat at end and side.—S. L. Gamble.

Frisco 60393 passed thru Bison, Okla., Jan. 27, leaking wheat badly at door.—Carl A. Lovell, agt. El Reno Mill & Elvtr. Co.

C. & E. I. 105 passed thru Lochiel, Ind., Jan. 26, southbound, leaking yellow shelled corn at side.—Joe A. Stone, mgr. Lochiel Farmers Elvtr. Co.

I. C. 48868 was transferred at Onawa, Ia., Jan. 21, from I. C. to C. & N. W. enroute to Council Bluffs, leaking corn at door.—A. W. Kinsley, mgr. J. A. Gray.

PERFUNCTORY recommendation of bills for passage does not reflect credit upon the legislators who are elected by the people to weigh the merits of proposed laws; and no more glaring example of Congressional inefficiency has come to light than the recent recommendation of McCumber's federal grain inspection bill by the Senate Com'ite on Agriculture and Forestry. This com'ite in favorably reporting the bill made no comment whatever on its merits, contenting itself with reprinting fake statistics on grain mixing and echoing resolutions adopted by North Dakota bankers eight years ago, while even McCumber now admits "There has not been much complaint as to grades and weights of recent years." The bankers made no effort to investigate the merits of Minnesota inspection or of the McCumber bill. They simply could not resist the temptation to vent their spite against Minnesota grain commission merchants who finance North Dakota grain shippers at a lower rate of interest than the bankers could afford to grant.

Count that day lost
Whose slow descending sun
Finds prices shot to pieces
And business done for fun.
—Bill Overbinder.

Letters From Dealers

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Has No Leaky Car in Two Years.

Grain Dealers Journal: I have not had a leaking car in a period of over two years. In the first place I refuse to load a poor car. If the car is reasonably sound, I place old potato sacks, which can be had cheap from a grocer, over all suspicious cracks, and over the king bolt. I put newspapers around the side braces so as to prevent grain running behind the lining. If the car braces give way just a little from the strain of the load, the newspaper fills the space and no grain is wasted. Good car cooping is the first essential in the prevention of leaky cars.—J. B. Kenney, Ottawa, Ill.

Opposed to New Corn Grades.

Grain Dealers Journal: If I had time and the supreme patience I would like to write my views in full on the new government corn grades. It looks to me as though some government official felt it necessary to make a loud noise in order to hold his job. It should not be necessary for the grain dealers to educate the farmers and themselves every two or three years to some new-fangled ideas on grading grain. In fact the government officials seem determined to reduce grain grading to a fine science. The country grain dealer has something else to do beside running a bunch of sieves and a moisture tester the year around. The politicians should rather propose something practical that will save us labor as well as help us in our work.—A. W. Ault, Farnhamville, Iowa.

Shippers Must Sign B/L or Pay 10% Extra.

Grain Dealers Journal: We have not had any complaints in regard to the provision published by the various carriers, whereby property not shipped subject to the conditions of the Uniform B/L will be charged 10 per cent higher (subject to a minimum increase of 1 cent per 100 pounds) than the rate charged for property shipped subject to all the terms and conditions of the Uniform B/L.

Prior to 1908 the carriers charged an increase of 20 per cent on property not shipped subject to the Uniform B/L conditions, but on complaint the Interstate Commerce Commission rendered a decision on May 14, 1908, IN THE MATTER OF RELEASED RATES (13 I. C. C. Rep. 550), to the effect that a stipulation that an additional charge of 20 per cent shall be collected on property that is shipped not subject to a limited liability is unreasonable. As a result of such decision the carriers put into effect the present 10 per cent stipulation against

which no complaint has been lodged with the Commission, so far as we know.

You understand the Interstate Commerce Commission now has under investigation the various conditions of the Uniform B/L, and it is expected that with the announcement of the findings of the Commission, as a result of such investigation, the B/L conditions will be considerably more acceptable than they are now.

The Commission will render an order within a few days, we are informed, in regard to that section of the B/L limiting the filing of claims within four months after delivery of property, which order it is confidently expected will enable the carriers to pay all past claims which were not filed within the four months period.

The decision as to the other conditions of the Uniform B/L, to which objections have been made, will be forthcoming probably in April or May, as the hearings and filing of briefs will not be concluded until early in March.—E. B. Boyd, Mgr. Transportation Dept. Board of Trade, Chicago.

Tolerance of Error in Track Scales.

Grain Dealers Journal: When we note the Bureau of Standards "TOLERANCES" and the fact that altho they are 200% greater for railroad track scales than any grain dealer or automatic scale maker would dream of tolerating in an automatic scale, yet there is much complaint from the railroads that they cannot maintain their scales within so small an allowance. Your Journal made mention of the fact that about 85% of the railroad track scales tested recently by the Bureau of Standards were found to exceed the more than liberal "Tolerances" of the Bureau. No wonder (as you mention) the R. Rs. want the shippers' "Love, sympathy and co-operation"; also their money, you might have added.—Yours truly, M. D. Varney, New York, N. Y.

Bill for Government Supervision of Grades.

Grain Dealers Journal: In keeping with the resolution presented by the grain interests of the country at the corn grade hearing on Oct. 29 in which the Department of Agriculture was requested to co-operate in the passage of laws providing for Government supervision, the Department is making a thoro investigation of the essential points which should be embodied in a law to provide for the effective supervision of the grading of grain entering into interstate and foreign commerce. These investigations are now nearing completion, and it is anticipated that the results can be reported within a few days.—B. F. Galloway, Acting Secretary, V. S. Dept. of Agriculture, Washington, D. C.

Canadian Oats the Best.

Grain Dealers Journal: We noted in your issue of Feb. 10th that Messrs. J. F. Zahm & Co. are advising farmers against seeding Canadian oats, in fact they seem to be against Canadian oats for any purpose on general principles. We were always under the impression that we raised a crop of the finest quality of oats in north western Canada and this seems to be substantiated by the newspaper clipping herewith, taken from the Winnipeg Telegram, Feb. 18th, which states that the Colorado Silver Trophy, given for the best peck of oats in the world, was won by oats sent to the National Corn

Exposition by Messrs. Hill & Son, of Lloydminster, Sask.

Will you be kind enough to give this information the proper publicity in your columns.—Yours very truly, Canada Atlantic Grain Co., Ltd., Moses Cohen, Pres., Winnipeg, Man.

Insists on Contracts Being Filled.

Grain Dealers Journal: In order that every customer may be well informed as to our manner of doing business, we have posted the following notice in our office:

"Party making grain contract with this company must plainly state exact amount of bushels of grain he wants to sell. We will not allow one bushel either way, only to settle at market price day of settlement."

This has had a decided effect in discouraging our customers from selling grain so far ahead.—D. H. Doeden, mgr. Hinckley Grain Co., Hinckley, Ill.

Complains of Wrong Inspections.

Grain Dealers Journal: I see that you are continually urging the country grain man to buy his grain by written contracts and moisture tests. I agree with you in the position you take. I wish to call your attention, however, to carelessness or incompetence in receiving markets. I shipped four cars of fairly good old corn to one market and it was graded No. 4 white new corn.

I shipped a car of wheat to another market and the inspector graded it "Spring Wheat." I argued with him and proved that in our locality spring wheat could not be raised and had not been grown in our territory. The inspector said "If I had known the wheat was grown in your neighborhood I would have graded it otherwise." I maintain that the fault is not all on the side of the country grain buyer.—B. F. Green, Mgr. Oakes & Green, Riggston, Ill.

Farm Experts Should Urge Better Farming Instead of Live Stock.

Grain Dealers Journal: The editor of Wallace's Farmer, in a recent issue, said that he thought Argentine corn coming into this country and putting the price down would eventually be a good thing for the farmers as it would force them to feed their corn on the farms. Of several agricultural papers that I have read, all of them are persistently urging their readers to feed their grain on the farm.

This tendency will not change conditions except very slowly; but the chief influence will be the agricultural colleges and experiment stations. These institutions, and particularly so in Iowa, are expending more money and effort for live stock than for better farming. The grain trade should start a counter-influence so that the agricultural colleges and experiment stations will not lessen their efforts for better farming in all lines.

Referring again to Wallace's Farmer, the editor states that Canada can raise cheaper and better oats than we can; and he urges farmers in the corn belt to grow more winter wheat and roughage, to reduce the acreage to oats and to raise live stock. With Illinois, Iowa, and Nebraska planting 11,500,000 acres to oats every year and the certainty that the yield per acre could be materially increased by proper care, I think it is very short-sighted work to try to stop raising oats and depending upon Canada for our supply, inasmuch as some kind of small grain

must be raised for rotations and as a nurse crop.

Grain dealers in Iowa have contributed many thousands of dollars to support the state agricultural college; and it seems ungrateful, to say the least, to have the college organization devoting so much of its time and its funds to the development of the live stock industry at the expense of the grain business. The grain dealers supposed, when contributing, that the agricultural experts would devote a portion of their time, commensurate with the great importance of the crops, to the development of better grain-growing methods and the cultivation of heavier yielding and higher quality grains on Iowa farms. It is time the grain trade voiced its objection to this one-sided activity of the state institution.—Iowan.

Opposed to Reduction in Freight Rates.

Grain Dealers Journal: Many grain dealers went to Springfield, Ill., to file their objections to advancing freight rates.

So long as the railroads secretly cut rates and favor some of the larger shippers they are not entitled to any advance in rates. Until they maintain schedule rates, I can only believe if their demands were granted it would result in more secret cutting which will not help the small shipper. If present rates are not high enough as contended by the railroads they must come in with clean hands and be free of conviction of lowering rates to a favored few.—Yours truly, J. S. Cameron, Elliott, Ill.

Illinois Grain Rates Hearings Continued.

The Illinois Public Utilities Commission spent Feb. 12, 13 and 14 at Chicago taking testimony in connection with the proposed advance in intrastate grain rates. Railroad witnesses occupied the major portion of the time. Edward Dresher, pres., Alfo Corn Mills, East St. Louis, and J. A. Henebry, mgr., Plainfield Grain Co., Plainfield, Ill., testified for the shippers. William R. Bach, Bloomington, and A. D. Stevens, Springfield, were the attorneys representing the grain dealers.

Most of the testimony was in connection with the relation between Illinois and Indiana grain rates. The railroads attempted to prove that Indiana rates were higher, proportionately, than Illinois rates; and the grain dealers' attorneys tried to prove that the opposite was true; but neither side could agree upon any basis of comparison. E. B. Boyd, traffic manager, Chicago Board of Trade, testified that unless the proposed increase was authorized, Chicago would be discriminated against in favor of Cairo, Peoria and other Illinois markets.

On Feb. 14 the Commission adjourned the hearing until 2 p. m., Feb. 25, at Chicago, and the tariffs giving the advanced rates were re-postponed 60 days from Feb. 23.

Among the grain men present were J. B. Magee, Edward Dresher, W. L. Duncan and A. E. Rust, all representing the Cairo Board of Trade; Lee G. Metcalf, Illiopolis, and S. W. Strong, Urbana, pres. and sec'y, respectively, Illinois Grain Dealers Ass'n; W. R. Bach, Bloomington; A. D. Stevens, Springfield; W. H. Sufferin, Decatur; and J. C. F. Merrill, sec'y, and E. B. Boyd, traffic manager, Chicago Board of Trade.

No Change in Corn Grades Ordered.

Grain Dealers Journal: The Grain Committee has given me no orders to change our manner of grading Corn.—G. H. K. White, chief inspector, New York Produce Exchange.

No Action On Corn Grades.

Grain Dealers Journal: The possibility of our market taking up the grades of corn which become effective July 1 is in the hands of the Board of Directors and they have taken no action.—Geo. B. Powell, chief inspector & weighmaster, Omaha Grain Exchange.

Will Join Other Markets on Corn Grades.

Grain Dealers Journal: If it is the desire of the grain trade, and the leading markets and inspection departments to adopt the new Government's corn grades, they will in all probability be adopted by this department.—M. C. Fears, chief inspector, Missouri Inspection and Weighing Dept, Kansas City, Mo.

Detroit Will Use Government Grades.

Grain Dealers Journal: The members of the Detroit Board of Trade have passed favorably on the government corn grades; and I do not believe there is anything else to do but give them a test. Our inspection department will fall in line with the rest of them.—William Recker, chief grain inspector, Detroit Board of Trade.

Will Wait to Adopt Corn Grades.

Grain Dealers Journal: I have conferred with members of our grain and hay committee with reference to the adoption of the government corn grades effective July 1, in this market. As far as I can learn, these members feel that nothing should be done at this time, and that there will be time to take this matter up after the government officials decide fully what they expect to do.—Wm. E. Tousley, Assistant Sec'y Cleveland Chamber of Commerce, Cleveland, O.

Mobile Will Adopt Government Grades.

Grain Dealers Journal: The Grain Dealers Ass'n of Mobile will adopt the new corn grades July 1st.

While I endorse it fully so far as it goes, in my judgment it does not fully cover the situation. The inspection of grain can never be satisfactory until all grades are uniform and this can be fully accomplished only under Government supervision. While quite a number of the grain markets will adopt the new grading, some will not. The result will be that the grades will not be uniform. I have always contended that 16% of moisture was too much to allow for No. 2 Corn, especially through the germinating season.

Our market will grade strictly by the new grades after July 1st, as we now do under the National Grain Rules. We are prepared for the change, for we have installed the latest improved moisture tester and a full line of sieves for separating

foreign substances, broken grains and cobs.—Respectfully, J. T. Pope, Chief Inspector, Mobile, Ala.

Will Adopt Corn Grades in Due Time.

Grain Dealers Journal: The Grain and Cotton Exchange of Ft. Worth has not yet taken any action on the Government grades of corn. However, I think, they will adopt them in due time.—J. E. Robinson, chief inspector, Ft. Worth, Tex.

Government Expert Investigates Grain Business.

The government investigation into the grain and milling business resulted in a clean bill of health for all concerned. J. Chester Bowen, special agent of the United States Department of Labor, after a careful study found that the country elevator managers usually try to buy grain on a 3c margin, plus freight charges, but seldom succeed and many houses are operated at a loss. In numerous instances profits from lumber and coal sold as side-lines had to be depended upon to make up deficits in the grain business.

Grain men at terminal markets Mr. Bowen found normally obtained a profit of 1c a bu.; but on account of the speculative losses, many of the firms showed profits much smaller than that. The records of one large grain company showed average profits as follows: In 1911 1.4c per bu., in 1910, .012c, in 1909, .0039c, in 1908, .009c, and in 1907 a loss of .008c.

Intensive competition, heavy speculative risks, too many mills and elevators and too many commission men and buyers; absolute independence among both buyers and sellers, and margins of profit small to the vanishing point; these are the salient features of the grain business as found by Mr. Bowen.

Mr. Bowen made a study of the situation only in the Southwest, but his conclusions are equally applicable to the entire country. His report is published in a bulletin of the Department of Labor entitled: "Wheat and Flour Prices from Farmer to Consumer."

Coming Conventions.

Mar. 4-5. The third annual meeting of the Farmers Grain Dealers Ass'n of North Dakota will be held at Jamestown, N. D.

April 9-10—Western Grain Dealers Ass'n at Hotel Montrose, Cedar Rapids, Ia.

May 26-28—Kansas Grain Dealers Ass'n will hold its annual meeting at Kansas City.

June 2-3—Illinois Grain Dealers Ass'n at Cairo, Ill.

June —. The Ohio Grain Dealers Ass'n will hold its annual convention at Cedar Point, probably the last week in June.

July 14-16. The 21st annual convention of the National Hay Ass'n will be held at Cedar Point, O.

Oct. 12-14—Grain Dealers National Ass'n at Kansas City, Mo.

Misunderstandings are the thistles in the Garden of the Fitness of Things. Pull them up with the Hand of Carefulness and burn them in the Fire of Kindness.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Argentine Grain Exporters.

Grain Dealers Journal: Can you furnish us with the names of reliable exporters of corn from the Argentine?—Grain Growers B. C. Agency, Ltd., New Westminster, B. C.

Ans.: Our Buenos Aires correspondent advises us that the following are among the most reliable Argentine corn shippers, stated in the order of their importance: Bunge y Born, Calle Bme Mitre 226; Louis Dreyfus y Cia, Calle Bme Mitre 334, Bal-sade Comercio; Weil Hermanos y Cia, Calle Reconquista 450; Huni y Wormser, Calle 25 de Mayo 195; and Sanday y Cia, Calle de Mayo 158; all of Buenos Aires. Should buyers desire the services of a sampling inspector in Rosario, communicate with the Argentine Grain Inspection Bureau, Calle Maipu 768, Rosario de Santa Fe, Argentine Republic.

Recovery for Loss in Transit?

Grain Dealers Journal: On Jan. 26 I ordered of the A. A. Berry Seed Co. one bu. sweet clover, 1½ bus. alfalfa and 2 bus. red clover and the railroad delivered the sweet clover and alfalfa.

The B/L called for three bags of seed, weight 270 lbs., but only two bags were delivered, weight 150 lbs., and the freight bill sent the freight agent here calls for 2 bags, weight 270 lbs.

What can I do to recover the two bags of red clover seed?—Dr. B. Yocum, Coal City, Ind.

Ans.: Evidently the original B/L was correct and in copying the figures on the freight bill the clerk made it read 2 instead of 3, and those handling the bags thereafter checked up only for two, and the other bag was left in the car or at some junction point.

Put in a claim with the railroad company for one bag of red clover seed, stating value, and prompt settlement should be forthcoming. Shipper is entitled to number of bags and weight shown on original B/L.

Shipper's Weights Take Precedence.

Grain Dealers Journal: A car of corn which I weighed out and shipped arrived at the terminal short, altho there was no evidence of leakage. Can the difference be collected from the railroad? Whose weight stands in court, mine or the carrier's?—Chas. E. Mutschler, agt., Occident Elevator Co., Golden Valley, N. D.

Ans.: The shipper's weight goes if his proof of weight is better than the proof of the railroad company. When the proof of the shipper is as good, but no better than that of the railroad the shipper gets the benefit of the doubt, because his weight was the weight before the grain leaked out. The courts recognize that the railroad weight at destination fails to account for what was lost in transit. A shipper who has only a wagon scale and makes many drafts to load a car thru a bin can not expect the judge and jury to find his weights better than those of the terminal, where large hopper scales are used to weigh an entire carload at

a single draft. The shipper who has a good hopper or automatic scale and keeps a record of the method of weighing and the figures shown is in a position to make affidavit that will be accepted by the jury. If the court finds that weights were correct at both the country elevator and at the terminal the court will hold that the grain must have been lost in transit in some unaccountable way, and will hold the railroad company for the loss.

Read answer to Custenborden & Co. on page 233, Feb. 10, number of the Journal under caption "Recovery on Shortage Claims."

Barley Shipment Turned Down.

Grain Dealers Journal: Last December we sold a nearby track buyer two 60,000 lb. cars of barley for 60c f. o. b. our track, same to be shipped to a Milwaukee firm who confirmed the purchase the same day. Confirmation stated that barley must equal sample. The first car was even better than the sample, but still the Milwaukee receivers insisted that it was not up to quality and would not be accepted on the contract unless we would allow a five cent discount. The receiver turned down our draft. We have made other shipments of the same kind of barley and it has gone through without question. Any light on how we can avoid these expensive disputes with barley receivers will be greatly appreciated by a Southern Minnesota shipper.

Ans.: Little barley is handled on inspector's grade, hence it is a very easy matter to encounter trouble in selling barley by sample, f. o. b. shipper's track. It would seem to be far safer to consign all barley to some reliable commission merchant to be sold account of shipper. Then shipper will have a representative on the ground to get every penny justified by the quality of the shipment at destination, where the car would be sampled a couple of times as well as graded by the official inspector. By so doing the opportunity for long drawn-out and expensive disputes will be eliminated and in the long run the shipper will realize more for his grain.

Can Railroad Escape Liability When Regular Rate Is Paid?

Grain Dealers Journal: We have a suit pending against a railroad to collect a claim; and its attorney intimates that whether or not we paid 10% over the regular rate will be brot out at trial. We think they will attempt to avoid liability on these grounds. We have never seen any court decisions involving this point and would like to be advised if such a defense has ever enabled a carrier to win.—Pendleton Grain Co., St. Louis, Mo.

Ans.: The defense that carrier is not liable, or is not liable beyond a certain sum, has been successfully used by carriers in the courts, which hold that the shipper is bound by the B/L requiring 10 per cent additional freight for common law liability. Following are a few of the decisions which have appeared from time to time in the Grain Dealers Journal, on this point:

Limitation of Carrier's Liability.—As to interstate shipments, the common-law liability of the carrier for the safe carriage of property may be limited by a special contract with the shipper, where such contract, being supported by a consideration, is reasonable and fairly entered into by the shipper and does not attempt to cover losses caused by the negligence or misconduct of the carrier.—St. Louis & S. F. Ry. Co. v. Zickafoose, Supreme Court of Oklahoma. 135 Pac. 406.

Limitation of Carrier's Liability.—Where a shipper did not obtain the advantage of a reduced rate, and the arbitrary amount of the value of the property in case of loss had no relation to the value of the freight, but was merely an attempted partial release of the liability of the carrier, and the carrier and the shipper did not agree on the question of value, the value named in the contract of shipment was not binding on the shipper.—Lacey v. Oregon Ry. & Nav. Co. Supreme Court of Oregon. 128 Pac. 999.

Carrier's Limitation of Liability.—Where two rates on a given article are provided, the shipper may elect which of

the rates he desires. If no election is made, and the goods are billed out by the carrier at the lower rate, and the B/L signed by the shipper so provides and accords with the published and approved tariffs, in the absence of fraud, the shipper is bound by the terms thereof, and, where loss occurs, he cannot insist on another and different liability from that fixed by the published rates.—Missouri, K. & T. Ry. Co. v. Walston. Supreme Court of Oklahoma. 133 Pac. 42.

Carrier May Limit Liability.—A stipulation in a carrier's receipt limiting its liability to an agreed or declared value made to adjust the rate is not forbidden by the provision of the Carmack Amendment June 29, 1906 (Act June 29, 1906, c. 3591, § 7, 34 Stat. 593 [U. S. Comp. St. Supp. 1911, p. 1307]), to Act Feb. 4, 1887, c. 104, § 20, 24 Stat. 386 (U. S. Comp. St. 1901, p. 3169), that "no contract, receipt, rule, or regulation shall exempt such common carrier, railroad, or transportation company, from the liability hereby imposed."—Missouri, K. & T. Ry. Co. v. Walston. Supreme Court of Oklahoma. 133 Pac. 42.

Must Farmer Accept Price on Day of Delivery?

Grain Dealers Journal: Upon delivering a load of wheat, a farmer was asked if he wanted a cash check or a storage receipt. He merely said "I will be in tomorrow." The buyer made out a cash check. A week later the farmer came in, during which time the price of wheat advanced 2c, and demanded the latest price for his wheat or a storage receipt. He refused to take the cash check. Is not the farmer compelled to accept the check and take the price that was offered when the wheat was delivered?—Thos. E. Meany, agt., Hunting Elvtr. Co., Waldorf, Minn.

Ans.: No contract exists until the minds of the parties meet; and as the farmer agreed to nothing on the day he delivered the wheat he retained the privilege of selling later at the later price. Had the market dropped the buyer could compel the farmer to take the lower price prevailing on the day that he decided to sell. The buyer can protect himself from imposition by demanding to know the purpose of the farmer before unloading. In cases where the custom of the buyer is not to store, the farmer would be bound by the custom and must accept the market price on the day of delivery.

Validity of Four Month Limit on Claims.

Grain Dealers Journal: The C. & E. I. Railroad has declined the payment of a claim we filed for recovery of loss sustained account of unreasonable delay of a shipment in transit; on the grounds that the claim was not filed within four months after date of shipment. It is true that the uniform B/L states that claims for loss or damage must be presented to carriers within four months after date of arrival, but the railroads have never before held claimants to this rule.

The C. & E. I. alleges that the Supreme Court has recently ruled that this provision in the B/L must be adhered to. It was impossible, in this case, to prepare the claim within the prescribed time limit, because, in the first place, it was impossible to dispose of the shipment until two months after arrival on account of the market being so demoralized that it was impossible to draw a bid. This, the railroads should be held responsible for. Had the shipment been delivered within a reasonable length of time the car would have been sold at a profit and there would have been no occasion for a claim.

Will the Journal advise whether or not the Supreme Court has ruled as claimed by the railroad?—Smith Bros. Grain Co., Fort Worth, Tex.

Ans.: This clause is inserted in the Uniform B/L to enable the carrier to discover the property or minimize the loss. In the case of shipment of horses some Bs/L re-

quire notice within one day, in case of shipment of peaches, within 30 hours, and these clauses have been sustained by decisions of the courts.

A railroad claim agent will reject a claim because not filed within 4 months; but a court will consider whether in the particular case before it there were no circumstances which made it impracticable to present the claim within the time limit, and if a longer time is reasonable, will entertain the shipper's claim.

To save his rights under the B/L the shipper, unable to determine the exact loss, can estimate his loss at the greatest possible sum, and file claim just before the 4 months' time limit expires. The carrier, of course, will be willing to accept an amendment to the claim later, reducing the amount of the loss.

In the case of Williams v. Chicago, Rock Island & Pacific Ry. Co. the Supreme Court of Arkansas held "A stipulation in a shipping contract requiring the shipper to make claim at the point of delivery or at point of origin for loss, damage or delay within four months after delivery of the property is not invalidated by the Carmack amendment to the Interstate Commerce Act, making the initial carrier liable for loss or damage caused by itself or connecting carriers and forbidding exemption by contract from such liability."—142 S. W. 826.

The four months' time limit for claims has been sustained also by the federal courts in the following cases: Adams Exp. Co. v. Croniger, 226 U. S. 491; Railway v. Miller, 226 U. S. 513; M. K. & T. Ry. Co. v.

Harriman, 226 U. S. 657, and by the U. S. Circuit Court of Appeals, Feb. 26, 1913, in Clegg v. St. Louis & San Francisco Ry. Co. On Oct. 4 the Interstate Commerce Commission said: "The Commission does not feel free to suggest a departure from the tariff in the matter of the 4 months' limitation of the B/L."

Loss on Car While Standing at Terminal.

Grain Dealers Journal: On Aug. 24, 1912, I shipped a car of wheat to Milwaukee. The car arrived Sept. 1, was inspected and sold for 88c. The car stood loaded until Sept. 16, when reinspection was demanded. The car was out of condition and resold at 70c. The weighmaster's certificate showed that end door was gone and car was otherwise in bad condition. I loaded 82,500 lbs. of wheat into the car, the terminal weight was 71,620 lbs. Can this be collected? The railroad offered to settle on destination weights four months back but to date I have received nothing.—J. C. Weimer, mgr., Farmers Elevator Co., Blaha, S. D.

Ans.: Read answer to Chas. E. Mutschler on this page under caption "Shippers' Weights Take Precedence."

Shrinkage Deduction Not Taken by C., M. & St. P. Ry. Co.

Rumors that the Chicago, Milwaukee & St. Paul Ry. Co. had been deducting the so-called natural shrinkage from claims for loss or damage are denied by H. P. Elliott, freight claim agent of that company, with headquarters at Chicago.

For a few days only, owing to a misunderstanding, the higher officials of the company had ordered the shrinkage deduction to be made; but the company is now paying all claims without this deduction. The C., M. & St. P. Ry. Co. is favoring its shippers with prompt payment when possible and as fully as the merits of the claim warrant. The company will pay claims before obtaining settlement from a connecting line on which the loss occurred, and is striving to earn the good will of the grain shippers in its territory.

WILL INVESTIGATE ELEVATOR LEASES.

The House Committee on Interstate and Foreign Commerce, in complying with the House Resolution, No. 394, which was published in the Grain Dealers Journal for Feb. 10th, Page 248, will soon undertake the investigation of the operation of grain elevators owned by common carriers, and the Interstate Commerce Commission in carrying out order No. 6562, adopted at a general session of the Commission, will investigate the matter of leases and grants of property by carriers to shippers. It seems certain that all favoritism to shippers must be stopped before the Commission will hear to any advance in freight rates, consequently, rentals for elevator sites and rentals of terminal elevators may be materially increased in the near future. The order of the Commission bearing on this matter follows:

IN THE MATTER OF LEASES AND GRANTS OF PROPERTY BY CARRIERS TO SHIPPERS.

Information having been lodged with the Commission that it is the practice of certain carriers subject to the Act to regulate commerce, and to the acts amendatory thereof and supplementary thereto, to lease their facilities and other property to shippers of freight over the lines of such carriers, or otherwise to grant or permit the use of such property by such shippers, for such consideration and upon such terms or conditions as have the effect of reducing the rates and charges to shippers for transportation furnished, to the disadvantage of shippers not receiving such privileges, whereby such practices are unjust, unreasonable, unjustly discriminatory, unduly preferential and prejudicial, and otherwise in violation of the provisions of said Act.

It is ordered, That a proceeding of inquiry and investigation be, and the same is hereby, instituted by this Commission, on its own motion, into and concerning such practices of carriers by railroad and by water, subject to the Act to regulate commerce, and to the acts amendatory thereof and supplementary thereto, with a view to making a comprehensive report and to the issuance of such order or orders as may be necessary in the premises.

It is further ordered, That this proceeding be assigned for hearing at such times and places, and that such persons be required to appear and testify, to afford such information, and produce such books, documents, and papers as the Commission may hereafter direct and that the investigation be carried on in the meantime by such means and methods as may be deemed necessary and proper.

It is further ordered, That all common carriers by railroad or by water, subject to the Act to regulate commerce, be made respondents to this proceeding and that a copy of this order be served upon all of said respondents.



With apologies to Mutt and Jeff. Railroad Claim Agents Win Shippers' "Love, Sympathy and Co-operation" by Dodging Claims.

Crop Reports

Reports on the acreage, conditions and yield of grain and field seeds are always welcome.

COLORADO.

Towner, Colo., Feb. 21.—Wheat acreage large; condition good.—K. S. Jepson.

Stratton, Colo., Feb. 20.—Fall wheat prospects best in history of country.—Collins & Blair Merc. Co.

ILLINOIS.

Tinley Park, Ill., Feb. 21.—Good crops.—H. F. Brueggeman.

Marseilles, Ill., Feb. 16.—Nearly all corn grading No. 4.—J. V. Shaughnessy.

Coal City, Ill., Feb. 16.—Corn will average same as last year.—John Trotter & Sons.

Ocoya sta. (Pontiac p. o.), Ill., Feb. 19.—Corn grading No. 3; none worse than No. 4.—P. A. Grotevant, mgr. Ocoya Grain Co.

Harmon, Ill., Feb. 19.—Corn about all shelled out in this locality; quality good but falls down on moisture test.—B. N. Coe, agt. Neola Elvtr. Co.

Troy, Ill., Feb. 20.—Wheat looks better than I ever saw before; getting plenty of snow; prospect for bumper crop; acreage larger than average.—R. C. Moniss, agt. Highland Mlg. Co.

INDIANA.

Johnsburg, Ind., Feb. 10.—Wheat looking fine; bids fair to be a bumper crop.—F. H. Wellman.

Goshen, Ind., Feb. 21.—Every indication that we will have another good wheat crop in July.—Goshen Mlg. Co.

Kendallville, Ind., Feb. 12.—Wheat crop to date has not suffered; went into winter in good shape.—Campbell & Co.

Browns Valley, Ind., Feb. 19.—Wheat looking good; corn and oats were not up to standard.—Browns Valley Grain Co.

Charleston sta. (Charlestown p. o.), Ind., Feb. 19.—Winter wheat looking fine; prospect better than for years.—Eberts & Bro.

Markle, Ind., Feb. 20.—Wheat acreage not large; good covering of snow; slight damage by frost but general condition is good.—J. F. Plice.

Indianapolis, Ind., Feb. 23.—The heavy snowfall thruout Indiana during the two weeks ending Feb. 21 has covered wheat fields and prevented ice from forming on grain shoots, something which it had been feared because of the frequent rains and frosts that might seriously damage the crop. It has greatly increased the prospects for a bumper crop in Indiana. It is generally conceded that the prospects could not be improved.—C. L.

IOWA.

Independence, Ia., Feb. 14.—Corn fair quality; yield 20 to 40 bus.—C. H. O'Neil.

Atkins, Ia., Feb. 14.—Corn average 40 bus.; quality good.—John Hite, mgr. Atkins Grain Co.

Muscataine, Ia., Feb. 24.—Crop fair but considerable shortage; nearly all grading No. 4.—G. B. Birch.

Perkins, Ia., Feb. 18.—Corn averaged 40 bus.; oats, 40 bus.; barley, 25 bus.; wheat, 18 bus.; mild winter, not much snow.—J. Eppinga, agt. Thorpe Elvtr. Co.

Onawa, Ia., Feb. 12.—The wheat acreage largest on record; never looked better. Most of our corn is grading No. 3 now.—A. D. Post, mgr. Farmers Elvtr. Co.

KANSAS.

Gerlane, Kan., Feb. 14.—Wheat looks fine.—H. H. Shields.

Belpre, Kan., Feb. 9.—Wheat condition 98%.—Farmers Grain Co.

Clyde, Kan., Feb. 19.—Crops looking fine; stock doing well on wheat pasture.—Chas. Mather.

Jetmore, Kan., Feb. 9.—Wheat looking fair; acreage good.—A. H. Ling.

Wathena, Kan., Feb. 21.—Prospects for good wheat crop.—F. C. Foley, mgr. Farmers Grain Co.

Fenalosa, Kan., Feb. 11.—Wheat prospects fine.—A. J. Plush, mgr. Farmers Grain & Merc. Co.

Belpre, Kan., Feb. 16.—Wheat prospect looks best Kansas ever had.—Tom Brown, agt. Rock Mill & Elvtr. Co.

Paradise, Kan., Feb. 16.—Present crop prospects never better; winter wheat acreage largest in history.—Hoopes & Hancock.

Moran, Kan., Feb. 21.—Have had 3 short crops but have had plenty of moisture and think we will have a crop year once more.—Moran Grain Co.

St. John, Kan., Feb. 18.—Growing wheat in excellent condition, with prospects for bumper crop.—Geo. R. Cooper, mgr. Farmers Grain & Coal Co.

Padonia, Kan., Feb. 20.—Outlook for wheat good; not much moisture in ground but wheat looks fine.—L. W. Green, mgr. Farmers Grain & Sply. Co.

MARYLAND.

Mt. Airy, Md., Feb. 19.—Fine prospect for growing crops.—W. W. Baker, treas. Farmers Mlg. & Grain Co.

MICHIGAN.

Melvin, Mich., Feb. 9.—Open winter but do not think it has damaged crop as wheat looks nice; not much wheat raised here, more beans.—Jas. Kerr, Kerr Grain & Hay Co.

MINNESOTA.

Vesta, Minn., Feb. 20.—Corn good quality; good crop; prospects for coming season good. A few farmers are buying wheat from Canada, which they will seed.—Agt. Bingham Bros.

Ashby, Minn., Feb. 20.—Crop not the best, especially wheat, which is rather smutty; hard to get better than No. 2 northern; dockage runs heavy on account of wild oats.—C. B. Thorntenson, agt. Northwestern Elvtr. Co.

NEBRASKA.

Overton, Neb., Feb. 19.—Prospects very good for fall grain crop; have had sufficient moisture.—Peter Sharp.

Sargent, Neb., Feb. 18.—Prospects look favorable for good crop.—J. E. Werber, agt. Sargent Grain & L. S. Co.

Milligan, Neb., Feb. 20.—Growing wheat in good condition; some reports of heaving in low places and where wheat was drilled in corn stubble; acreage considerably larger than last year; corn almost total failure; oat crop short.—W. D. Russell, agt. Lincoln Grain Co.

NORTH DAKOTA.

Fryburg, N. D., Feb. 6.—Wheat averaged 14 bus. in 1913; flax fair; oats and corn good.—G. H. Flint, agt. Occidental Elvtr. Co.

Hannah, N. D., Feb. 21.—Outlook fine for good crop; plowing nearly all done; plenty of moisture.—O. F. Countryman, agt. St. Anthony & Dak. Elvtr. Co.

OHIO.

Bowersville, O., Feb. 22.—Corn crop fine; fall wheat acreage large.—S. A. Hussey.

Grover Hill, O., Feb. 18.—Wheat in western counties south of Paulding suffering from recent cold weather; no snow covering the ground in counties south of Van Wert County.—J. W. Owens, Owens-Mericle Co.

Massillon, O., Feb. 14.—Growing wheat reported in excellent condition; had very cold weather without protection to wheat few days this week, but have heard no reports of damage.—E. M. Stults, Gen. Mgr. Buckeye Cereal Co.

Cincinnati, O., Feb. 23.—Chief Inspector Geo. Munson reports that during the past week he has noticed that fully 90% of the corn coming in has improved in quality, and now comes in as No. 3 grade. Cold weather has settled in this section, causing much better condition of corn.—S.

Custar, O., Feb. 10.—Weather conditions good, but quality of corn poor; too much moisture; did not mature. Farmers are trying to raise too large varieties which will not pay them; land will not produce the corn it did 10 to 15 years ago from the fact that they have tried to raise corn after corn too long.—C. R. Hopkins.

Columbus, O., Feb. 23.—Blanks were sent broadcast by the Ohio Agricultural Com'n Feb. 18 to secure reports on condition of the wheat crop. From unofficial information received the com'n is led to believe that the fine prospects announced in its bulletin of Jan. 1 have not been impaired. At that date the outlook was much better than at the beginning of 1913.—C. C. J.

OKLAHOMA.

Clyde, Okla., Feb. 17.—Wheat prospect never better; acreage larger than for several years.—M. W. Crouch, agt. Blackwell Mill & Elvtr. Co.

PENNSYLVANIA.

Schwenksville, Pa., Feb. 19.—No snow up to Feb. 14 when we had 6 inches. Winter has been hard on grain fields; do not look good.—H. B. Kratz & Co.

SOUTH DAKOTA.

Manchester, S. D., Feb. 21.—Quality grain extra good; only small amount corn raised in this territory.—G. Hartveit, agt. Atlas Elvtr. Co.

Kaylor, S. D., Feb. 17.—Prospects for good crop never better; if weather keeps as warm as past month farmers will sow early.—C. F. Knoll.

Tulare, S. D., Feb. 18.—Crop of corn and small grain about 50%; have had a mild winter with no snow until recently.—H. H. Fink, mgr. Farmers Elvtr. Co.

Forestville, S. D., Feb. 9.—Wheat averaged 8 bus. per acre last year, oats 25, barley 18 and flax 7 (winter milled). Present prospects good for crops.—L. S. A. Hagen, agt. Northwestern Elvtr. Co.

TEXAS.

Pampa, Tex., Feb. 10.—Recent frost eliminated all volunteer oats, barley, spelt, etc., from wheat, thereby relieving grain handlers from annoying mixtures next season.—L. C. McMurtry, mgr. Pampa Grain Co.

DAILY CLOSING PRICES.

The closing prices of wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

	MAY WHEAT.											
	Feb. 10.	Feb. 11.	Feb. 13.	Feb. 14.	Feb. 16.	Feb. 17.	Feb. 18.	Feb. 19.	Feb. 20.	Feb. 21.	Feb. 24.	
Chicago	93½	94	93½	93½	93½	94½	94½	94½	94½	94½	94½	
Minneapolis	90½	91½	90½	90½	91½	92½	91½	92½	92	92½	92½	
Duluth	91½	92	92½	91½	92½	93½	92½	93½	93½	93½	93½	
St. Louis	92½	92½	92½	92½	92½	93½	93½	93	93½	93½	93½	
Kansas City	87½	87½	87½	87½	87½	88½	87½	88½	88½	88½	88½	
Milwaukee	94	94	93½	93½	93½	94½	94½	94½	94½	94½	94½	
Toledo	103½	103½	102½	102½	103	103½	103½	103½	103	102½	102½	
*Baltimore	98½	99	98½	98½	99	99½	100	100	100	100½	100½	
Winnipeg	91½	92	92½	92½	92½	93½	93½	93½	93½	93½	94	
Liverpool	104	104½	104½	104½	104½	105½	105½	105	105½	105½	105½	
Budapest	131½	131½	132	132½	133½	134½	133½	135½	135½	133½	134½	
	MAY CORN.											
	Feb. 10.	Feb. 11.	Feb. 13.	Feb. 14.	Feb. 16.	Feb. 17.	Feb. 18.	Feb. 19.	Feb. 20.	Feb. 21.	Feb. 24.	
Chicago	65½	65½	65½	65½	65½	66½	66	65½	66½	66½	66½	
Kansas City	67½	67	67½	66½	66½	67½	67½	66½	67½	66½	67	
St. Louis	67½	67½	67½	67½	67½	68½	68	67½	67½	67½	67½	
†Liverpool	64½	64½	65½	65½	65½	66	66½	66½	66½	66½	66½	

*February delivery. †March.

WASHINGTON.

Kahlotus, Wash., Feb. 20.—Fall grain acreage large; crop perfect.—A. F. Phil-leppay, mgr. Kahlotus Grain & Sply. Co.

Markets for Grain on Track.

Grain arriving on track at Minneapolis is meeting a stronger demand than a month ago, and the appreciation in the price of wheat is particularly gratifying to holders of that cereal. No. 2 northern delivered sold Jan. 9 around 84½ cents when the markets were on the bottom. This was a discount of 2 cents under the Minneapolis May delivery. During the advance of 5 cents in May option to 92½ cents on Feb. 17 the cash wheat on track made even greater gains, selling around 92 cents for No. 2 northern delivered, an advance of over 7 cents. As speculation in wheat has been very light and it has been said by those well posted that evidence of strength should come from the Northwest believers in higher prices consider the improvement an indorsement of their opinion.

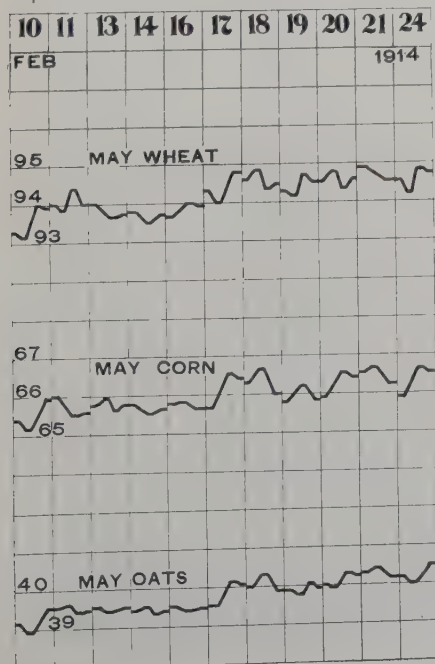
At Minneapolis No. 1 hard is selling at 3½ cents over May, No. 1 northern 2 cents over and durum 2 cents under for No. 1. The improvement in the quality of the wheat arriving compared with the grading of the receipts a year ago continues, the arrivals Feb. 21 consisting of 222,460 bus. No. 1 northern out of total spring wheat receipts of 372,680 bus. A year ago lower grades predominated, the No. 1 northern making only 138,000 bus. out of a total of 307,900 bus.

At Chicago No. 2 red in track lots has not shown as much strength as the May delivery, the premium, which was 6 cents early in the year having now diminished to 1½ cents; but the No. 2 hard winter has held its own with the futures during the past two weeks.

THE CALENDAR sent out by Raabe Bros., Ft. Jennings, O., is illustrated by a picture entitled "The Home Coming."

Chicago Futures

Opening, high, low and close on wheat, corn and oats at Chicago for two weeks are given below. For complete collection of similar charts back ten years see The Journal's Chart Book.



Grain Movement

CANADA.

St. Gregor, Sask., Can., Feb. 21.—Grain will start moving again about March 1; receipts have been light last 2 months; farmers holding for better market.—H. Nelson, agt. British-American Elvtr. Co.

Winnipeg, Man., Feb. 14.—Amount of grain in store in country elevators west of Winnipeg on Feb. 10 was as follows: on Canadian Pacific Ry., 18,370,000 bus.; on Canadian Northern, 10,950,000; on Grand Trunk Pacific, 3,522,500 bus.; total, 32,842,500. Subdivided these totals are as follows: Canadian Pacific, 12,610,000 bus. wheat, 3,072,000 bus. oats, 1,344,000 bus. barley and 1,344,000 bus. flax; Canadian Northern, 7,665,000 bus. wheat, 1,752,000 bus. oats, 766,500 bus. barley and 766,500 bus. flax; and Grand Trunk Pacific, 2,361,000 bus. wheat, 950,800 bus. oats, 69,500 bus. barley and 141,200 bus. oats.

COLORADO.

Parshall, Colo., Feb. 6.—Will ship few oats out; all other grain shipped in.—J. W. Hugus & Co.

ILLINOIS.

Graymont, Ill., Feb. 19.—About 10% corn moved.—Joe Eyman, mgr. Farmers Elvtr. Co.

Coal City, Ill., Feb. 16.—Corn, 75% marketed; 80% oats marketed.—John Trotter & Sons.

Marseilles, Ill., Feb. 16.—On account of bad roads only 10% corn moved.—J. V. Shaughnessy.

Tinley Park, Ill., Feb. 21.—50% oats and 90% corn still to be marketed.—H. F. Brueggeman.

Ottawa, Ill., Feb. 16.—Only about 10% of corn moved; farmers want more money.—J. B. Kenney.

Troy, Ill., Feb. 20.—Not much wheat or corn to be marketed.—R. C. Moniss, agt. Highland Mfg. Co.

Donovan, Ill., Feb. 19.—About 75% corn has been moved.—E. B. Nordwahl, mgr. Donovan Grain Co.

Ocoya (Pontiac p. o.), Ill., Feb. 19.—About 25% corn moved.—P. A. Grotevant, mgr. Ocoya Grain Co.

INDIANA.

Charleston sta. (Charlestown p. o.), Ind., Feb. 19.—Corn scarce; shipping in some corn, which is unusual.—Eberts & Bro.

Goshen, Ind., Feb. 21.—Farmers selling wheat freely as weather is favorable and we have fine sleighing.—Goshen Mfg. Co.

Markle, Ind., Feb. 20.—Corn moving fairly well; oats moving slowly all winter; good seed oats will be scarce in this territory.—J. F. Plice.

Indianapolis, Ind., Feb. 23.—Corn during the dry weather began to move freely in many parts of Indiana. Farmers are beginning to realize that the price of corn is not likely to advance, but will become lower on account of the Argentine shipments. Recent snowfall has caused a slight decline in prices.—C. L.

IOWA.

Cambridge, Ia., Feb. 20.—Not much grain moving now; 50% corn and oats in farmers hands.—M. M. Mason.

Perkins, Ia., Feb. 18.—About 40% crop in farmers hands; do not expect to see much moving until May or June.—J. Ep-pinga, agt. Thorpe Elvtr. Co.

Hinton, Ia., Feb. 9.—Grain trade very quiet as prices do not look attractive to sellers; think will see active selling when prices are established.—Farmers Co-operative Co.

Adair, Ia., Feb. 19.—50% corn and 20% oats still in farmers hands.—E. M. Kuhl, agt. H. W. Pollock & Co.

Muscataine, Ia., Feb. 24.—Farmers holding grain; have not shipped grain to Chicago since September. Feeders consuming most of grain.—P. M. M.

St. Ansgar, Ia., Feb. 12.—Because of open winter and cholera among hogs we will ship some corn. This is the first year we have shipped out any corn.—S. White-man, mgr. St. Ansgar Grain & Lbr. Co.

KANSAS.

Clyde, Kan., Feb. 19.—Considerable corn being shipped in for feed.—Chas. Mather.

Wathena, Kan., Feb. 21.—Grain business dull.—F. C. Foley, mgr. Farmers Grain Co.

Padonia, Kan., Feb. 20.—Small per cent of wheat in farmers hands; country elvtrs. have fair supply on hand.—L. W. Green, mgr. Farmers Grain & Sply. Co.

MINNESOTA.

Dundee, Minn., Feb. 10.—About 150 cars grain will be shipped from here this year.—Farmers Elvtr. Co.

Fulda, Minn., Feb. 9.—Only handled 150,000 bus. grain this year instead of 300,000 bus. as usual.—W. J. Schueller, agt. Bennett Grain Co.

NEBRASKA.

Hershey, Neb., Feb. 17.—Grain movement is practically over.—Ag. C. F. Iddings Co.

Milligan, Neb., Feb. 20.—Shipping in corn for first time since dry years of '94 and '95; some oats being shipped in for feeding.—W. D. Russell, agt. Lincoln Grain Co.

NORTH DAKOTA.

Lehr, N. D., Feb. 10.—Less than 10% of grain in farmers hands.—J. H. Jenner.

Harmon, N. D., Feb. 18.—Have bot over 100,000 bus. grain this fall and business is still good; about 20% still in farmers hands.—F. V. Thomas, agt. Occident Elvtr. Co.

OHIO.

Custar, O., Feb. 10.—Considerable corn moving at present.—C. R. Hopkins.

Bowersville, O., Feb. 22.—Plenty of good corn in farmers hands; holding for higher prices.—S. A. Hussey.

Cincinnati, O., Feb. 23.—The heavy arrivals of both shelled and ear corn on the local market have brot about a sharp reduction during past few weeks. Corn millers are taking hold freely; sales on 'Change now are the heaviest in many months.—S.

Grover Hill, O., Feb. 18.—Farmers have delivered about all the corn they will sell until after corn planting, and we are confident there is not the usual amount of corn held that has been held back in former years. The closeness of money in this section has compelled farmers to place their grain on the market because the banks have been unable to supply them with money with which to meet their obligations as they have been able to do formerly, and we believe the amount of grain held back will be disappointing later.—J. W. Owens, Owens-Mericle Co.

PENNSYLVANIA.

Philadelphia, Pa., Feb. 23.—The importation of grain from Argentine has caused no great flurry in the Philadelphia market. However up to the present time the importations have been so small that the result can hardly be determined. It has been made known that a number of flour mills operating in the northern part of the state have contracted with New York brokers for Argentine wheat. It is a question if millers in this vicinity will grind foreign wheat or depend on the domestic product, which is of a far superior quality.—C.

SOUTH DAKOTA.

Tulare, S. D., Feb. 18.—About 90% crop marketed.—H. H. Fink, mgr. Farmers Elvtr. Co.

Kidder, S. D., Feb. 23.—Grain nearly all marketed at this station.—G. N. Norman, Norman & Mohn Elvtr. Co.

Manchester, S. D., Feb. 21.—Nearly 190,000 bus. grain marketed so far; little left in farmers hands.—G. Hartveit, agt. Atlas Elvtr. Co.



Cut 1. Pads on Door Posts.



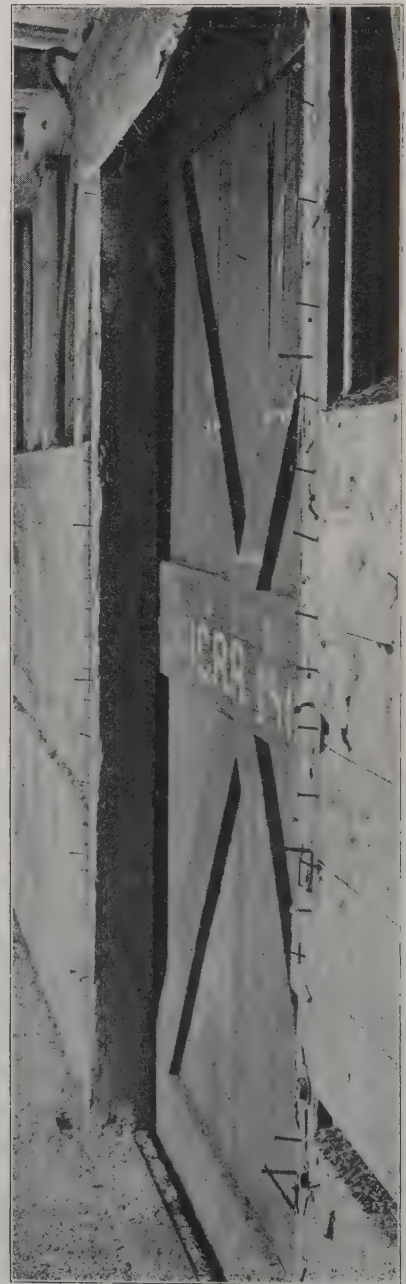
Cut 2. Upright Middle Brace.

TO PREVENT GRAIN DOOR Leaks.

BY A. E. SCHUYLER OF THE COOPERAGE BUREAU.

An analysis of the figures covering leaking cars reported by the grain weighing department of the Board of Trade, of the city of Chicago for the year 1913, shows that 7,341 cars, or twenty-four and one-tenth per cent of all the leakage recorded, occurred at the grain doors. Of these grain door leaks, 2,776 were due to careless grain door installation and failure to brace the grain doors sufficiently, while 4,565 of the grain door leaks were due either to the failure of the loader to board the doorways higher than the grain in the cars would level, or to grain doors or grain door boards being knocked off or loosened when the grain in such cars was sampled and inspected.

When Weighmaster Foss, in his annual report to his weighing committee, said with reference to leaking cars, "Much of this leakage could have been prevented," I am well persuaded that Mr. Foss had



Cut 4. Unnecessary Spikes.

in mind the large proportion of leakage that occurred at the grain doors.

The following precautionary measures will prevent grain door leaks, other than those recorded as "leaking over doors—boards knocked off":

1. Apply paper or burlap pads over door posts that are uneven, or obstructed in any way, to insure tight joints between grain doors and door posts. (See Cut 1.)

2. Protect cracks between grain doors, or between car floors and grain doors, by applying strips or boards, paper or burlap over such cracks.

3. Board the doorways higher than the grain will level, regardless of how low the grain may be at the doorway.

4-a. To stiffen grain doors, and to prevent a weaker door from bulging more than a stronger door, apply an upright brace near the middle of the doors, extending the brace from the floor. This upright tie-brace should be securely nailed to each grain door. (See Cut 2.) Where possible, the upright brace should be secured at the floor by a well nailed cleat placed directly opposite, and about one inch out from the brace.

4-b. Another method of preventing a weaker grain door from bulging more than a stronger door is to re-enforce the grain doors by applying one additional grain door on the inside, allowing the inside, or re-enforcement door, to overlap the joint between the two lowest doors, so that there will be about six inches of space between the floor and the lower edge of the re-enforcement door. This method is preferred to the one outlined in paragraph 4-a, where extra heavy loads are to be carried, or where the grain doors applied are not sufficiently strong. (See Cut 3.)

5. Do not spike grain doors to door posts under any circumstances, but use eight penny nails where the nailing surface of the doors is of single thickness, and twelve penny nails where the nailing surface is of double thickness. The spiking or unnecessary nailing of grain doors to the door posts causes needless delay to the man who unloads the car, causes the grain doors to be destroyed and frequently results in damage to the car door posts. (See Cuts 4 and 5.) In view of the fact that the smaller nails mentioned above are ample to prevent the possible shifting of doors, it is obvious that it is a waste of material (spikes), and time (driving superfluous nails or spikes into hardwood posts), to persist in using more and larger nails than is necessary.

WE APPRECIATE the Grain Dealers Journal very much.—J. F. Seagrave, Teegarden & Powell, Losantville, Ind.

I DO NOT want to be without the Grain Dealers Journal so long as I am in the grain business.—Jacob H. Jenner, Lehr, N. D.

Reparations Granted.

The Interstate Commerce Commission ordered reparations to shippers in the following cases:

W. H. Haskell & Co., Toledo, Ohio, v. Wabash R. R.; refund of \$449.97 for excessive rate on 54 cars of corn shipped in 1910 and 1911 from Illinois stations to Toledo for milling and 30 cars of grits from Toledo to Detroit.

Standard Milling Co. v. St. Louis, Iron Mountain & Southern R. R., refund of \$1,272.80 for excessive charges on 16 cars of rough rice shipped in October, 1911, from Fenton, La., to Houston, Tex.

RAILROADS CONTROL LAKE

Grain Traffic.

An attempt to establish a "gentlemen's agreement" among all the railroad-owned steamship lines operating on the Great Lakes not to carry grain from Chicago for less than 1c a bus. was revealed Feb. 17 at a hearing before the Interstate Commerce Commission in connection with the application of the Pennsylvania Railroad Company to retain its steamship line, the Erie & Western Transportation Co., known as the "Anchor Line."

An agent of the Commission produced a letter written by William H. Johnson of Chicago, General Western Agent of the Anchor Line, to Walter Thayer, General Freight Agent of the Pennsylvania Railroad, in which he said that his attempt to obtain a rate agreement was unsuccessful because the Lehigh Valley Railroad, which has no rail line west of Buffalo, refused to join in the agreement.

That the railroads have practical control of all grain traffic from Chicago to the east is evidenced by the fact that in 1913, 236,966,000 bus. of wheat, corn and oats moved east via rail and only 55,180,000 bus. via water.

Henry C. Barlow, traffic director for the Chicago Ass'n of Commerce, testified that little would be gained by divorcing the steamship lines from the railroads. He urged that the Commission take jurisdiction over the water rates and force the steamship companies to establish reasonable rates.



Cut 3. Additional Grain Door Inside.



Cut 5. Superfluous Spikes.

TENNESSEE COURT Against Board of Trade Transactions.

No private wire house can do business safely in the state of Tennessee under the decision given Jan. 10, 1914, by Chief Justice Neil of the Supreme Court of Tennessee in the suits by I. G. Coles and F. H. & C. R. Morgan v. E. C. & H. E. Morrow.

A customer whose orders for future delivery are executed in the regular way on the Chicago Board of Trade, has only to plead that he was gambling, in order to recover all his losses.

E. C. & H. E. Morrow held themselves out as brokers and bankers in Nashville, Tenn., having a room 25 by 60 ft., with a blackboard at one end and 12 chairs for customers. Their general manager was Frank W. Dillion, who operated a private wire to Logan & Bryan into the Chicago Board of Trade. On receiving an order Logan & Bryan would make the purchase or sale on the floor of the Exchange and notify Morrow & Morrow by wire that this had been done. Next day a letter would follow giving the name of the person (other broker) to whom the sale had been made, and this confirmation contained the notice that all deals were made pursuant to the rules of the Board of Trade.

As Logan & Bryan executed these orders solely for Morrow & Morrow and had no knowledge of Coles or Morgan, the court held:

The contracts were not, in law, for the benefit of their customers, but their own contracts, and the testimony of E. C. & H. E. Morrow that their customers thru them as agents bought or sold grain on the Chicago Board of Trade for future delivery, or otherwise, must go for naught.

Coles speculated in the rise and fall of the market, settling always by differences. He testified that he had no thought or purpose, in any case of either making or accepting delivery of the grain represented by the contracts. We may add that he had no power under the rules of the Board of Trade to do either, because he was not known there, and, as we have already pointed out, had no interest in the contracts. We may further state that the rules of the board contain most elaborate provisions on the subject of delivery, and all of them contemplate delivery by one member of the board to another member, on the floor of the Exchange, in a specified symbolic form, of warehouse receipts, etc. Coles was no member, and he could have neither made or accepted a delivery, and, as stated, he never contemplated such a thing. It is equally certain that E. C. & H. E. Morrow never themselves contemplated either making or receiving a delivery of grain on any of these contracts; that is, that they themselves would make any delivery of grain, or receive any.

Defendants say they had no interest in the deals except the commissions they expected to realize out of them, one half of \$7.50 on each 5,000 bushels of grain involved, the other half going to Logan & Bryan. Concede it as true that all they expected to realize on the deals was the commissions, and that this was all they did realize. Still the deals were all their own. They were conducting a gambling business, and they must, under the law, repay the money received by them in the conduct of such illegal business; and it is immaterial whether they kept the money themselves, or turned it over to some other.

Plaintiffs were given judgment, the Morgans recovering \$3,771, with interest.

To satisfy the Supreme Court of Tennessee it would be necessary for commission firms to give up the names of their customers and revolutionize the system of doing business on the Exchange. These transactions, found by the court to be gambling, are legitimate, the profit or loss to the customer being just the same as when he holds the property, his responsibility when trading on margin being just the same as if he had physical possession of a wheat warehouse receipt, de-

posited with his banker as collateral. If, by a revision of Board of Trade rules, the courts of every state could be made to see that these transactions are not gambling but are legitimate, the end would justify the means.—162 S. W. Rep. 577.

North Dakota to Grow Standardized Seeds.

Pedigreed seed, guaranteed and certified to by the state seed laboratory, may be grown by North Dakota farmers complying with the requirements of the State Seed Commissioner, Prof. H. L. Bolley. The North Dakota seed control law, enacted in 1909, permits experts from the state seed laboratory to inspect seed in the field. All seed that is grown under satisfactory conditions will be inspected by these experts; and when harvested will be certified to and placed in bags sealed by the state seed commissioner's seal. The buyer of such seed will know that he is getting pure pedigreed seed, no matter how many hands it has passed thru before reaching him.

In this way Prof. Bolley believes that it will be possible to build up standard types of the various grain seeds so that all North Dakota farmers may in time purchase or produce seed or varieties best adapted to the state.

THE CANADIAN parcel post was inaugurated Feb. 10.

THE ADOPTION of the new government corn grades will necessitate the buying of corn by grade and of keeping different grades separate. Shippers must be careful to load their cars with corn of a quality equal to the grade specified in their billing, otherwise they will lay themselves open to the charge of misbranding. The enforcement of the new grading no doubt will make considerable friction on the next crop but eventually farmers who produce good corn will insist on selling it by grade.

ELEVATOR OF KIRBY Threlkeld, Jackson Center, O.

The recently completed elevator of Kirby Threlkeld at Jackson Center, O., is a fine example of an up-to-date country house.

In addition to a large corn crib, the elevator has 15 storage bins of 57,700 bus. capacity. The farmers' grain is unloaded by three overhead wagon dumps, power driven, with iron rollers in steel roller bearings. In the basement is located a combined sheller and elevator boot. The two stands of elevators are both equipped with 18 by 7 in. cups, the second leg receiving grain thru a chain drag feeder, of which there are three in different parts of the plant. A friction clutch pulley enables the operators to run the sheller and the elevator's legs independently; and the three chain drags have jaw clutch drives, so that each may be run separately. In the cupola a Sidney Grain Cleaner receives the grain and delivers it to a distributor controlled from the working floor by means of indicator stands. All spouting is made of galvanized iron.

Power is provided by a 25 h. p. Fairbanks Gas Engine. The driving shaft in the cupola is connected to the shaft in the basement by means of a three-strand rope drive.

The machinery and spouting was furnished by The Philip Smith Mfg. Co., who also provided millwrights to make the wagon dumps and erect the machinery.

A fotograf of the plant is reproduced herewith.

THE 100-LB. unit in place of the bushel measure was advocated by the Western Fruit Jobbers Ass'n in convention Feb. 6 at Kansas City, Mo. The bushel was opposed because it varies in volume in the different states.



New Elevator of Kirby Threlkeld at Jackson Center, O.

SCREENINGS FROM FORT William.

Immense quantities of western grown grain are recleaned at the terminal elevators at Fort William and Port Arthur under the Canada Grain Act. The average dockage, or waste in recleaning, varies of course from year to year, but may be put at from 5 p. c. to 7 p. c. in the case of flax and from 2 p. c. to 3 p. c. in the case of wheat. The extent to which grain is sometimes contaminated with weed seeds is shown by an examination of a car of western grown flax. The weed seeds made up 16 p. c. of the total weight of the car. One ounce of the flax contained more than 3,000 weed seeds.

Last year (Sept. 1, 1912, to Aug. 31, 1913) the shipments of screenings from Port Arthur and Fort William were, to United States, 35,505 tons; to points in Canada, 2,305 tons.

An examination of about 6,000 tons of screenings shipped from various elevators at different periods of the year, and which should give a fair indication of the screenings shipped to the United States last year, showed that the composition of these screenings is 37 p. c. scalpings, 7 p. c. succotash flax, 18 p. c. buckwheat screenings and 38 p. c. black seeds, which are trade terms commonly used to indicate the different separations of screenings that are made commercially.

The scalpings consist of 65 p. c. wheat, 25 p. c. other grains, 3 p. c. weed seeds and 7 p. c. chaff and straw. Succotash flax has 30 p. c. flax, 40 p. c. broken wheat, 15 p. c. weed seeds, chiefly wild buckwheat, lamb's quarters and wild oats, and 15 p. c. chaff; buckwheat screenings, 58 p. c. wild buckwheat, 29 p. c. broken wheat, oats and flax, 9 p. c. weed seeds and 4 p. c. chaff. The 38 p. c. of black seeds was separated into two parts by a 1/25 inch perforated zinc screen, which removed 7 p. c. of fine seeds and dust. These fine seeds consist of 22 p. c. tumbling mustard, 63 p. c. dust, 10 p. c. lamb's quarters and 5 p. c. other weed seeds. The balance of 31 p. c. of black seeds consists of 53 p. c. lamb's quarters, 3 p. c. wild mustard, 8 p. c. other mustards, 9 p. c. other weed seeds and 27 p. c. chaff.

The market price of this dockage fluctuates with corn, oats and millfeed. During the winter of 1912-13, screenings sold in Fort William at from \$4 to \$5 per ton, the price varying with the quality of the material. For the same period buckwheat screenings sold at Fort William at \$14 per ton, and wild mustard, practically pure, at \$20 per ton. The black seeds,

when finely ground, sell at from \$9.50 to \$12.50 per ton, usually selling about \$5 per ton cheaper than bran. It is commonly used in the preparation of molasses feeds and as a filler for mixing with oil cake.

The investigation included the following of cargoes of screenings shipped to United States points. They are used principally for feeding sheep during the winter season in large sheds operated in connection with the stock yards of the various railway companies on whose lines the sheep are carried from the ranges. Sheep taken from the ranges are usually fed for about thirty days. At first they are given only hay, then a small quantity (half a pound per day) of light chaffy screenings. Gradually this quantity is increased until in about a week or ten days the sheep have access to the self-feeders, from which they eat what screenings they care for—about two pounds per day. At the same time the proportion of chaff in the screenings is decreased and the proportion of seeds increased.

The sheep are kept on a diet of pure screenings for a few days only, and then a little cracked corn is added. The proportion of corn to screenings is increased gradually until the ration consists of half or slightly more of corn, the sheep being given all they can eat of this mixture. The aim of the feeder is to get the sheep on a diet of corn as soon as possible, but pure corn is too heavy for the sheep, and the screenings are used as a sort of filler. This material is not considered by the feeders to be as nutritive and as wholesome as some think it is, or as its chemical analysis would indicate; but the sheep eat it and for a time thrive on it when fed in this manner. On such feed the sheep commonly gain from 12 to 15 pounds during the first thirty days. Seed-house screenings and screenings containing a large proportion of broken flax are avoided.—Geo. H. Clark, Canadian Seed Commissioner.

A GOOD ROADS fund of \$25,000,000 is provided by the Shackleford bill, which was passed by the House of Representatives Feb. 10 by a vote of 282 to 42 and now awaits action on the part of the Senate. The bill appropriates \$65,000 to each state and the remainder of the fund is divided among the states on the basis of population and miles of post roads. To obtain any of this money, the states must provide a dollar for every dollar received from the national government.

THREE STEEL TANKS FALL at Dallas, Tex.

Owing to a faulty foundation, a wheat-filled steel tank at the Morten Milling Co.'s plant, Dallas, Tex., fell Feb. 17, pulling down with it the two adjoining tanks, which were empty. Early in the morning of the 17th it was discovered that the foundation of the tank was crumbling. About 11 o'clock the tank began sinking rapidly, and all employees were warned to keep away from it. Half an hour later it fell over, tearing away the conveyor gallery above, pulling down the two empty tanks adjoining, and spilling 25,000 bus. of wheat over the tracks of the Santa Fe Railway and into a nearby creek. The tremendous force with which the tank struck the ground flattened out the steel plates.

Despite the advance warning, nothing could be done to avoid the collapse. E. W. Morten, Jr., manager of the plant, refused to permit his workmen to endanger their lives in an attempt to repair the foundation. Practically all of the wheat was recovered and as the tanks had a high salvage value, Mr. Morten estimated that the loss would not exceed \$5,000.

This accident emphasizes one of the two principal weaknesses of the steel tanks, failure thru insufficient foundation and failure thru exposure to heat. In connection with the collapse at Hudson, Kan. (reported in last number), also at Fort William, Ont., McKinney, Tex., and Clarks Mills, Tenn., the grain man should hesitate before adopting steel in place of concrete for his storage tanks.

Make Farmers Sign Contract.

In order to protect themselves when making advances to farmers, Twist Bros., Rochester, Ill., have devised the contract reproduced herewith. The grain dealer is not a banker, and the practice of making advances to farmers is bad enuf in itself but when accompanied by the danger of the farmer defaulting on his promises, the grain man assumes altogether too heavy a risk.

The farmer should be compelled to sign a contract that is without a loophole. The form shown herewith seems to meet every requirement and is offered as a suggestion to dealers who are obliged to buy a farmer's grain before it is grown.

THE GRAIN DEALERS Journal is a good paper.—Seth Jones, Winnetoon, Neb.

**TWIST BROTHERS
GRAIN DEALERS.**

GRAIN CONTRACT.

IN DUPLICATE.

THIS IS TO CERTIFY, That I have this day sold to TWIST BROTHERS, of

which grain is now in my possession on in the County of, State of Illinois, for the sum of per bushel, of which consideration I have been paid Dollars, with seven per cent. interest, the balance to be paid when the grain is delivered, as herein provided for, the complete title to the same being hereby vested in said purchasers.

I agree to deliver said grain at on or before the day of 190....., at my own expense.

Any of said grain that shall fail to grade as stated may be refused by said purchasers or, at their option, may be applied on this contract, but the price for same shall be as above mentioned contract price, less the discount or difference in market price in at which such inferior grade is selling as compared with the above stipulated grade at the time of the delivery of this grain.

I hereby covenant and agree that said grain is now owned by me, is in my possession and is free from and clear of all liens and incumbrances whatsoever, including landlord's lien, and I make these representations for the purpose of obtaining for myself said money consideration for said grain.

Witness my hand at in the County of Sangamon, and State of Illinois, this day of 190.....

Accepted by us

USED SAME BILL OF LADING Five Times.

The Supreme Court of Tennessee on Dec. 30 reversed the decision of the chancery court of Davidson County in the suit by the Fourth National Bank of Nashville against the Nashville, Chattanooga & St. Louis Ry. Co. to recover loss caused by the delivery of a carload of oats to notify party without surrender of the B/L, the Supreme Court holding the bank negligent in accepting the draft and B/L.

Miller & Co., of Nashville, delivered 400 bags of oats to the railroad company Feb. 10, 1910, for shipment to Ferguson, S. C., notify Santee Cypress Co., making draft attached to B/L for \$1,041, depositing draft with the bank which made \$2.50 profit thereon and gave Miller & Co. credit.

The Santee Cypress Co. had ordered the grain on open account and had not authorized Miller & Co. to make draft. On arrival of the shipment at Ferguson there appeared to be a shortage in it, consignee refused to pay the draft, and later sent a check for the value less the shortage. The railroad agent on representations by the consignee that the grain had been paid for permitted consignee to take possession of the car without surrender of B/L.

The shortage was made good by Miller & Co., and on Apr. 27 the Santee Cypress Co. sent its check for the balance of this order.

At this point the transaction should have been considered closed by all parties in interest. But not so by Miller & Co.

Miller & Co. found themselves in possession of a perfectly good B/L. That they had been paid in full for the goods represented by the document was immaterial. The paper was good and none of the signatures or indorsements were forged.

Evidently Bs/L and other collateral securities were not any too numerous in the safe of Miller & Co., for instead of consigning this B/L to the waste-paper basket or returning the paper to the railroad company for cancellation their clerk trotted blithely again to the bank and presented it with a second draft on the Santee Cypress Co., again received credit for \$1,041 and paid the bank \$2.50 discount profit.

A second time the Santee Cypress Co. refused the draft, it was returned to the bank and Miller & Co. made the amount good.

Five times did this B/L make the same trip, the Santee Cypress Co. refusing it each time and Miller & Co. making good the amount to the bank. The precious paper was becoming somewhat frayed around the edges and had numerous pin holes, and yet it was still serviceable and might yet be making its monthly or weekly pilgrimage to Ferguson had not Mr. Miller died.

His firm proved insolvent. The bank brot suit against the railroad company on the well settled principle in law that the carrier is liable to the innocent holder for value of a B/L, and was accordingly given judgment against the road for the full amount, by the Chancery Court.

The Supreme Court, however, held:

At the time the fifth draft was deposited, this B/L, covering a domestic shipment, was more than three months old. It was stale. It had previously passed through the bank's hands four times. The period during which this grain should have been transported and delivered in ordinary course of business had long since expired. The bank should have known that something was wrong. It should have made some inquiry as to this collateral before

taking it for the fifth time, if it expected to be protected as an innocent holder. The transaction of making five drafts on the same B/L was out of the ordinary and so unusual as to excite suspicion and to require investigation. The bank has been so negligent and remiss in this matter as to deprive it of the status of an innocent transferee and to compel the court to rebuff the effort to obtain an equitable estoppel in its behalf.—161 S. W. Rep. 1144.

THE GOVERNMENT laboratories for the enforcement of the Pure Food and Drugs Act will be reduced in the near future from 23 to 15. These 15 will be divided into three districts, with headquarters at Washington, Chicago, and Denver, respectively, instead of all of the laboratories reporting to Washington as at present. This is the second step taken by Sec'y Houston to simplify the enforcement of the Food and Drugs Act, the first step being the abolition of the Food and Drugs Board.

GEORGE J. GIBBS DEAD.

George Jefferson Gibbs, sec'y of the Texas Grain Dealers Ass'n, died at Wichita Falls, Tex., Feb. 13, at the age of 59. He suffered a paralytic stroke in November, 1912, and was compelled to relinquish his duties.

Mr. Gibbs was born at Sonora, Cal. At the age of 21 he went to Clifton, Tex., and later entered the grain business with his wife's brother, Frank Kell, under the firm name of Kell & Gibbs. In 1908 he went to Vernon to take charge of the Kell mills. He was president of the Texas Grain Dealers Ass'n from 1902 to 1904. In 1909 he was elected sec'y and removed to Fort Worth.

He leaves a widow and two children, Owen Gibbs of Wichita Falls, and Mrs. Frank E. Murchison of Vernon. A special delegation of Fort Worth grain men, consisting of T. G. Moore, pres., and H. B. Dorsey, asst. sec'y. of the Ass'n, W. W. Manning, W. M. Priddy, E. W. Crouch, J. A. Hughes and others, met the body when it reached Fort Worth Feb. 14, and escorted it to the outgoing train. A large number of grain men also attended the funeral at Clifton, Tex., Feb. 15.

Mr. Gibbs was known by nearly every grain dealer in the Lone Star State, and his loss will be keenly felt by members of the Texas Grain Dealers' Ass'n.



George J. Gibbs, sec'y, Texas Grain Dealers Ass'n, Deceased.

ILLINOIS GRAIN MEN URGE Adoption of Federal Corn Grades.

The adoption of the federal corn grades by the Illinois State Grain Inspection Department, effective July 1, was urged by members of the Chicago Board of Trade and country grain shippers at an informal conference with Frank H. Funk of the Illinois Public Utilities Commission Feb. 24 at Chicago.

Adolph Gerstenberg, Chicago: The State Grain Inspection Department is now working under five grades. The federal government establishes seven grades. This will show what radical changes the government grades make. After many conferences, the Chicago Board of Trade decided that it would appear before the Public Utilities Commission and recommend that the Illinois Grain Inspection Department be ordered to adopt the federal grades. The Minneapolis State Grain Inspection Department has decided to adopt the federal grades.

Charles Pierce, Chicago, pointed out that unless the State Inspection Department adopted the grades, interstate grain would be liable to seizure by federal inspectors under the Pure Food and Drugs Act.

Commissioner Funk wanted to know if the country shippers approved of a change in the grading rules to those promulgated by the Department of Agriculture.

S. W. Strong, Urbana, sec'y, and S. C. Taylor, Kankakee, vice-pres., respectively, of the Illinois Grain Dealers Ass'n, said that the Ass'n had several times committed itself in favor of the federal grades and that the change would receive the approval of its members.

Charles Pierce: A law enforcing the federal grades will undoubtedly be passed. The Senate committee has already approved the McCumber bill, providing for federal inspection of grain. The Department of Agriculture has a bill nearly prepared (I know for I have seen it), which provides for federal supervision of grain grading. You can be sure that when federal supervision is established, it will be very strict; and every inspection department will be forced to come up to a high degree of efficiency. However, when the national government supervises inspection, an inspection certificate will carry the grain to its destination and will be absolutely final.

W. N. Eckhardt, Chicago: When the federal rules become effective, interstate grain must be graded according to these rules. If you inspect interstate grain according to the federal rules and intrastate grain according to the present rules, you will create hopeless confusion. The country shipper won't know where he is at.

H. N. Sager, Chicago: If we fail to work in line with the federal grades when they go into effect, we will be involved in needless controversy and will suffer material loss. Unless graded according to the federal grades, our grain will be at the mercy of inspectors working under the Food and Drugs Law. A sound criticism against the government grades is that they are so narrow that it would be unsafe for a country dealer to buy grain from the farmers by grades.

Considerable time was then taken to discuss what discounts would apply on No. 3 and No. 4 corn delivered on future contracts, if the government grades were put into effect.

Mr. Funk: Personally I am in favor of having the government grades adopted.

by the State Grain Inspection Department and shall so recommend to the Commission. As I understand the law, the Commission has power to change the grades after giving 20 days' notice. From this I do not understand that the Commission must hold a public hearing prior to changing the grades.

In this connection I wish to say that the Commission, feeling that I am somewhat acquainted with the grain business, has placed all matters coming up in connection with the grain business under my jurisdiction. I wish to say that it is the desire of everybody from Gov. Dunne down to make the State Grain Inspection Department, like Caesar's wife, above suspicion; and we shall always be glad to hear any complaints you may have to make against it.

Incidentally, the Department is not on a self-sustaining basis, and its expenses during the last six months have exceeded its receipts by \$13,000. It is proposed to increase the inspection fee from 35c to 50c per car. I merely offer this for your consideration, as it should not properly come up at this time; but I do not think that 15c a car would be regarded very important.

W. N. Eckhardt: What the grain men want is efficient service, and I doubt that serious objection would be made to the increase provided efficient service was given. However, this matter should have been brot up while Mr. Strong was here, as he represents the country shippers, who would have to pay the increased charge. It does not make any difference to us commission men.

In Attendance.

Among those present were the following: S. C. Taylor, vice-pres., I. G. D. A., Kankakee; J. B. Magee, Cairo; S. W. Strong, Urbana, sec'y, I. G. D. A.; L. B. Omstead, Somonauk, director, Illinois Farmers Grain Dealers Ass'n. Chicago men: C. B. Pierce, W. N. Eckhardt, Edw. D. McDougal, Adolph Gerstenberg, Lowell Hoit, and H. N. Sager.

A FISH 45 ft. long and weighing 30,000 lbs. is being exhibited at Chicago by the Marine Exhibit Co. It was caught June 1, 1912, off Miami, Florida, and is neither whale nor shark, but a deep sea monster never before seen outside the Indian Ocean.

LEGITIMATE speculation helps to move the crops and to prevent violent fluctuations at different seasons. It is a regulator of values. It provides a demand when farmers are anxious to sell and a supply when consumers need it. It is needed more than ever before because grain is now on a world basis. It is necessary to prevent foreigners from entirely dictating the price. It is the telephone of modern business.—C. A. King & Co.

SURE THING, get rich quick. Sh—sh! The golden secret. It works 23 times out of 24. Sounds pretty good, doesn't it? May wheat from low point in March to high point in May has scored an advance 23 times out of the past 24 years. Advances have ranged from half a cent to 83½ cents. Half the year's advances have exceeded ten cents. Seven years they have been twenty cents or more. Puzzle—guess the low point in March and the high point in May. Crop scares usually develop during March and April to help the bulls. There is no sure thing about speculation, but neither is there about anything else.—C. A. King & Co.

Philippine Grain Commerce.

The commerce of the Philippine Islands for the year ended June 30, 1913, as reported by the Bureau of Insular Affairs of the War Department, shows a consistent gain over the previous year. In this commerce the United States shared the most important part, showing a slight gain proportionately in imports and an equal loss in imports.

The grain traffic is relatively unimportant. Total imports of bran, middlings and mill feed during the year were 2,868 long tons, compared with 6,406 tons. in 1912. None of this came from the United States. Total imports of oats were 568,728 bus., of which this country furnished 361,573 bus. This compares with 604,909 bus. and the American share of 523,762 bus. in 1912.

Wheat flour imports were 561,166 barrels, from the U. S., 405,237 barrels; in 1912, total 451,589 barrels, from the U. S. 269,146 barrels. Rice imports were 395,097,182 lbs., compared with 573,746,385 lbs. in 1912. No rice was imported from this country. Imports of dried beans and peas were 68,309 bus., compared with 72,955 bus. the previous year. Of these amounts United States furnished 13,274 bus. in 1913, and 13,757 bus. in 1912.

A total of 117,682 gallons of linseed oil were imported, 19,899 gallons from the United States; compared with 126,139 gallons and 18,799 gallons, respectively, during the previous year. Seeds to the value of \$15,604 were imported, compared with \$21,383 in the year ended June 30, 1912. The United States supplied \$893 worth in 1913, and \$405 in 1912 of this total.

The decrease in the imports of foodstuffs would indicate that the Islands are gradually becoming self-sustaining, and that the efforts of the United States De-

partment of Agriculture to teach the natives good farming methods are beginning to show results. The increase in the imports of wheat flour may be due to two causes, an increase in the white population and an increase in the popularity of wheat flour among the natives as a regular article of food.

C. F. A. Transit Rules Adopted by Southern Railroads.

Southern grain men attended a meeting at Louisville, Ky., Feb. 17, with representatives of railroads in Southeastern Mississippi Valley territory to consider milling-in-transit rules.

The grain men testified that the "color scheme" enforced by southern railroads on transit shipments created a disadvantage against them, as grain dealers in Central Freight Ass'n territory are favored with much more liberal transit rules. The carriers finally decided that they would adopt the Central Freight Ass'n milling-in-transit rules, thereby obtaining uniformity and putting southern grain men on a parity with their competitors in C. F. A. territory.

Among the grain men present at the conference were Charles D. Jones, Nashville, pres., G. D. N. A.; Alfred Brandeis and R. Lee Callahan, Louisville, and J. B. McLeomore, Nashville, sec'y, Southeastern Millers Ass'n.

ALL BUYERS and grain men should be regular readers of the Grain Dealers Journal.—Walter Hunsaker, Dacoma, Okla.

PENDING LEGISLATION inimical to the grain exchanges has caused Pres. A. L. Ernst of the Kansas City Board of Trade to appoint a special com'tee, consisting of George H. Davis, C. W. Lonsdale, and F. G. Crowell, to co-operate with similar com'tees of other exchanges for the purpose of opposing such legislation.

DWARF BLACKHULL Kafir give much better yields in dry seasons than the varieties of kafir of standard height, as it uses less water in growth and its earliness enables it to mature before a drought occurs, according to C. R. Ball and B. E. Rothger in Farmers Bulletin 552 of the United States Department of Agriculture.

F. M. Baker Starts New Company.

Frank M. Baker has entered the grain commission business on his own account under the name of F. M. Baker & Co.

Mr. Baker was born at New Carlisle, O., in 1861. His first position in the grain business at Chicago was with Pope & Davis, predecessors of the Pope & Eckhardt Co. Later he became connected with the Nash-Wright Grain Co., which position he held for fourteen years and left recently to start the new company.

During his 30 years of experience in the grain business, Mr. Baker obtained a thoro understanding of all of its ins and outs; and in the minds of the many commission men and country shippers who know Mr. Baker, there is not the slightest doubt that he will achieve notable success. For years past he has been sec'y of the Northern Illinois Grain Dealers Ass'n.

Associated with him is Paul F. Town, who will travel for the company. Mr. Town has been with Mr. Baker for five years and is also well known and well liked on the Board. A portrait of Mr. Baker is given herewith.

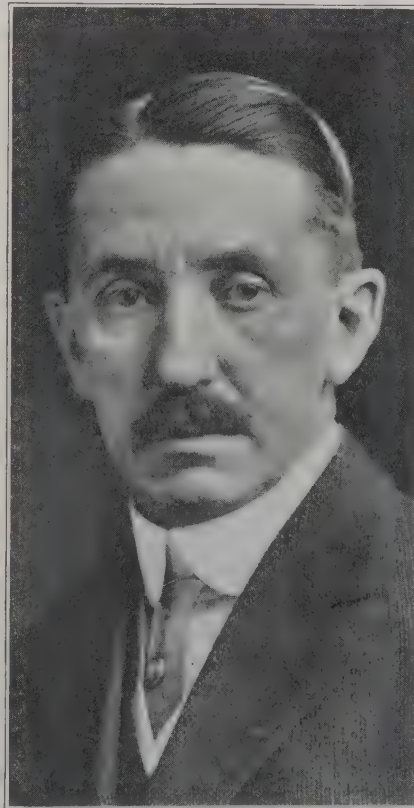


Foto by Moffett, Chicago.

Frank M. Baker, Chicago, Ill.

IOWA FARMER GRAIN DEALERS Ass'n at Waterloo.

The tenth annual convention of the Farmers Grain Dealers Ass'n of Iowa was held at Waterloo, on Feb. 10-11-12, with headquarters at the Ellis Hotel. The meetings were held in the Armory.

In point of attendance and attention to business the meeting was an entire success, about 550 people registering, of which number about 120 were managers of farmer elevators. The Ellis Hotel did all in its power to make the visitors comfortable, but lack of space in the lobby made the task impossible. Those in charge regretted that the new hotel was not ready to receive guests.

The climax of the convention came when the Wm. Galloway Co. entertained about 250 of the visitors on the evening of Feb. 12 by giving them a substantial supper and by entertaining them with moving pictures and a vaudeville act.

Everybody expressed himself as being well pleased with the three days spent in the city of Waterloo and everybody spoke highly of the untiring efforts of the entertainment committee, which worked so faithfully to co-operate with Secretary Ray to see that everything went off on schedule time.

The meeting opened on Feb. 10th with President McManus in the chair. President McManus stated that the Ass'n had started some ten years ago and that there were now approximately 360 Farmers Elevator Co.'s in the state of Iowa, of which number about 200 belong to the state ass'n. He stated further that he wanted a square deal for every one and that it was his sincere desire that the meeting be entirely harmonious.

Rev. W. H. Rollins offered the invocation.

After addresses of welcome and responses thereto, a credentials committee was appointed.

Secretary Ray called attention to the fact that it was his sincere desire that the mgrs. present take part in the discussion and that it was their privilege to speak on any subject pertinent to the questions at issue.

Tuesday afternoon E. G. Boerner of the Grain Standardization Bureau of the Dept. of Agri., read a paper on Government Standards for Corn Grades, which will appear in the next number of the *Journal*.

The discussion showed that a number of those present were in doubt as to the practical working out of the grades as proposed. They seemed to think that it would be difficult to handle six grades of corn and keep them separate on a busy day when possibly 75 to 150 loads of corn may come into one elevator. One of those present went so far as to say that 90% of the corn would be put into the wrong bin.

Mr. Boerner stated in reply to this that during most of the year, practically only three grades of corn would be handled, and that more often only two grades were handled. He stated further that the government grades were designed primarily to give a square deal to both the grain man and the farmer and that if the grain man would buy corn by those grades a farmer raising good corn would receive pay for corn of that quality and that the farmer who did not take care of his crop in the field and in the crib would be made to take a discount for his off-grade corn.

An extended discussion was also held as to how the moisture content of corn was determined at destination.

The following resolution was then passed: "That when government grades go into effect, four tests shall be made of each car of corn and that the average of those tests shall be the determining factor in the grading of that car of corn at all terminal markets."

Wednesday morning Secretary Ray read his report, which was accepted as read. It showed that there was a cash balance on hand of \$1,238.96, which report agreed with the report of Treasurer D. D. Paine.

The next question was the changing of the by-laws of the ass'n. Heretofore all officers of the ass'n have been elected from the floor of the convention. After many motions and much discussion, the by-laws were amended to provide that the President shall appoint a committee of five from among the voting delegates, whose duty shall be to divide the state afresh each year, into nine equal districts with regard to the number of companies located in each. The voting delegates from each district shall elect one person from their district to represent them as one of the Board of Directors. This Board of nine Directors shall elect, from their own numbers, a President, a Treasurer, and Vice-President, and shall elect and employ a Secretary at their discretion.

Secretary Ray read a letter from Senator Kenyon which stated that a bill had just been passed which denied the railroads the right to transfer suits from Justice Courts to the Federal Court.

The convention then voted the support of the ass'n to the work of the National Council.

Wednesday afternoon the election of the Directors occupied most of the time. The state was divided into nine districts and the following directors elected: R. Klay, Rock Valley; B. Hathaway, Kingsley; G. M. Dyre, Gilette Grove; J. H. Lawrence, Rockwell City; C. H. Nelson, Garner; T. P. McManus, Dougherty; I. D. McVicar, Eagle Grove; D. S. Coughlin, Fort Dodge; Simon Kemmerer, Boone.

Wednesday night a resolution was passed that the ass'n erect a monument on the grave befitting the character and work done by Mr. C. G. Messerole.

H. A. Foss, weighmaster, Chicago Board of Trade, gave an instructive address, accompanied by picture slides. His paper will appear in the next number of the *Journal*.

Thursday morning Sec. Ray called attention to the vagaries of the Iowa weights and measure law, especially as it pertains to coal weights and deliveries. He said that proper modifications should have been made in the law so as to exclude small towns from the effects of operation of the law.

He also said that he had been informed that the I. C. C. had instructed railroads to charge 5% of the value of the land upon which elevator property is located, as the proper rental returns for the real estate so occupied.

J. S. Bitner, state food inspector, spoke on the weights and measure law of Iowa. In part he said:

Iowa's Weights and Measures Law.

Weights and measures have attracted so much attention throughout the country that the 35th General Assembly enacted the Weights and Measures Law, placed its enforcement under the supervision of the Dairy and Food Department and provided for a Chief Inspector. So long as the foundation of our business comes under the provisions of weights and measures, the prices are regulated by weights, and it is,

one of the important questions grain dealers have to contend with.

Some grain centers in our sister states have bonded weighmasters, who guard the interests of the countryman sending his grain to the terminal market. He can rest assured that his interests will be taken care of.

The Iowa Law requires that all dry commodities be bought and sold by weight. An extract from this law reads as follows: "That any person, firm or corporation who sells, barter and trades in less weight or amount to the purchaser than that which is asked for or agreed upon, of any article or commodity shall be guilty of misdemeanor, as herein provided."

This Section of the Law is so plain that no one can read this without knowing its true meaning, and it is the inspector's duty to see to it, as he goes about his work for the state, that the Law is strictly complied with. While we have had this Law in effect only a short time, we have had numerous prosecutions for short weight and have been successful in convicting every case, which we have prosecuted.

Another Section of the weights and measures law provides that the weights and measures department has jurisdiction over scales, and the right to enter upon the premises for the purpose of testing all scales, and that a fee of \$5.00 may be charged for testing scales of one ton capacity or more. Another provision of the law is that whenever such inspection shall be made upon the complaint of any person, other than the owner of the scale, and upon examination the scale is found to be correct, the inspection fee of \$5.00 shall be paid by the person making the complaint.

In certain localities I have been informed that grain dealers have been buying oats and taking 35 pounds for the bushel. This is a strict violation of the law. The custom in Iowa has been for the buyer to require at certain seasons the seller to give 75, 80 and as high as 85 pounds of corn for the bushel, according to the amount of moisture the corn contained. This sets a double standard and will not be tolerated in the future because the moisture can be determined and regulated in the price per bushel instead of excess pounds.

Section 8 of the Weights and Measures Law specifies that when any the articles or commodities mentioned in this Section shall be sold by the bushel or fractional part thereof, and no special agreement shall be made in writing, the measure, thereof, shall be ascertained by avoirdupois weight, and shall be computed as follows: This specifies 70 pounds of ear corn for the bushel, and 32 pounds of oats. That part of the Section providing for the special agreement in writing is for the purpose of relieving parties living at a distance from the scale where they cannot readily weigh grain, that they may measure the same and enter into a written agreement, thereby not violating the provision of the Weights and Measures Law.

Another Section of the weights and measures law, which is of interest to a great many of the grain dealers covers the sale of coal. It makes it compulsory for the coal dealer to deliver a ticket showing the net weight of the coal delivered on each load, the ticket to be in possession of the driver and delivered by him to the purchaser at the time of the delivery of the coal, and also making it the duty of the person delivering the coal to reweigh same and verify the weight of same upon the request of the inspector of weights and measures. The tickets are to be gotten out in duplicate form and be in possession of the man making such delivery.

Every day we realize more the importance of the work before us. The practice of short weights and short measures affects all classes of people. We will attempt in the future to see that the buyer and seller get their just dues in weights. The honest dealer in our judgment will welcome the thorough and systematic inspection of weights and measures, and also the strict enforcement of the law.

After a speech by C. R. Hutchinson on the subject of seed and soil conservation, the meeting adjourned.

The Directors went into executive session during the afternoon and elected I. D. McVicar, President; B. Hathaway, Vice-Pres.; D. S. Coughlin, Treas.; and J. W. Ray was reappointed Sec.

The Directors also heard the claims of the various cities wanting the 1915 convention, and finally named Mason City as the next convention city.

CONVENTION NOTES.

Sioux City sent E. L. Stoltz. Minneapolis was represented by J. P. Walton.

Des Moines sent J. C. Lake of Des Moines Elvtr. Co.

H. A. Brown was showing the Brown-Duvel moisture tester.

Milwaukee sent E. A. Armstrong, W. M. Bell and Ray Fleming.

Burlington was represented by E. J. Wiese, Trans-Mississippi Grain Co.

Lamson Bros. & Co. distributed a bountiful supply of samples of Argentine corn.

H. A. Foss and J. A. Schmitz were the ornamental parts of the Chicago delegation.

From Cedar Rapids were C. A. Davis, Treasurer, Cedar Rapids Grain Co.; J. M. Piper.

Peoria sent the following old war horses: Geo. Breier and W. T. Cornelison, T. G. Jacobs and J. C. Luke.

E. J. Nolan, scale inspector for the Western Grain Dealers Ass'n, sustained his reputation of being a jovial mixer.

Those present from Omaha were L. P. Roberts, W. H. Bailey, C. M. Cochran and E. H. Tiffany, Merriam Commission Co., W. E. Fifield, C. E. Vincent, E. M. McCray and J. L. Welsh, Omaha Elvtr. Co.

Kansas City sent Miss Jessie Barnhill and G. F. Briggs; J. S. Brown, Russell Grain Co.; F. L. Ferguson, A. C. Davis & Co.; L. A. Fuller, Thresher Fuller Grain Co.; W. W. Simmons, Ernst-Davis Grain Co., and E. R. Stripp.

The Newell Construction Co. carried off the honors in novel advertising. A man 6 ft. 4 in. tall carrying a carpet bag and wearing chin-whiskers had a sign on his back reading as follows: "High buildings our motto. One Newell means re-Newell."

St. Louis sent the following delegation; E. D. Bargery, Elmore-Schultz Grain Co.; Frank Bubb, Goffe & Carkener Co.; E. H. Hasenwinkle; E. F. Jolidon, Langenberg Bros. & Co.; E. C. King; G. N. McReynolds, Toberman, Mackey & Co.; and Harry C. Noland.

Wilfred Bland represented the Grain Dealers Supply Co. of Minneapolis. Irvin Gard was telling the merits of the Younglove Construction Co., Sioux City, and Chas. Newell, Lon Newell, C. E. Webber and Frank Bushnell represented the Newell Construction Co., of Cedar Rapids.

Scale men present were A. C. Annett and T. G. Lewis, representing Avery Scale Co.; L. L. Ballentine and W. L. Sims presided over the destinies of the Fairbanks, Morse & Co. interest. Both firms had a small sized automatic scales to show and H. R. Miller representing the Richardson Scale Co. had a life-sized one on exhibition.

Chicago was represented by J. M. Adam, Rosenbaum Bros.; J. H. Barrett and G. E. Booth, Lamson Bros.; H. T. Bickel, W. A. Fraser Co.; B. K. Black and M. L. Vehon; W. M. Browning; J. V. Campbell; J. Connor, E. W. Wagner & Co.; E. G. Dunn and A. J. Rowland; Ed Fleming; Wm. Hirschy, F. R. Hopley, J. A. Waring and H. A. Wiese; W. E. Justice; J. A. Low of E. W. Bailey & Co.; A. J. Moore; J. R. Murrel, Jr.; Harry H. Newell of Rogers Grain Co.; J. Praeger; E. E. Rice and Geo. L. Stebbins, Sawers Grain Co.; H. R. Sawyer and W. M. Christie, J. H. Dole & Co.; H. E. Vickerman; and J. L. Wylder.

E. E. Rice of Sawers Grain Co., and E. H. Hasenwinkle of Graham & Martin Grain Co., had a theater party of twelve at the Princess.

C. M. Cochran and E. H. Tiffany, traveling representatives of Merriam Comm. Co. of Omaha, entertained 27 of their friends and customers at a dinner party at the Ellis Hotel on the 10th and 11th, respectively.

The following mgrs. were present: Tom Berryman, Orchard; E. E. Bryan, Sergeants Bluff; O. W. Cline, Stratford; L. A. Dailey, Chatsworth; G. E. Debe, Livermore; J. S. DeVries, Hospers; C. E. Donels, Shellsburg; and W. A. Evans, McNally.

H. E. Feay, Larchwood; G. W. Ferguson, Laurens; Wm. Forney, Pilot Mound; Lou Gimer, New London; F. R. Gleason, Gillette Grove; G. Gleysteen, Alton; H. F. Goodale, Jolley; C. A. Hake-man, Sanborn; Frank Hannum, Boone; J. C. Head, Cleghorn; C. H. Hesson, Newburg; M. R. Higgins, Manson; and N. C. Houghton, Little Cedar.

H. E. Jenks, Laurel; J. Jindrich, Wallford; Charles Jones, Moneta; D. H. Keith, Goldfield; C. E. Kelley, Matlock; C. S. Knudson, Industry; E. L. Kreger, Ralston; and W. H. Kuehl, Eldridge.

E. G. Long, Sac City; W. J. Lynch, Green Mountain; J. M. Mehl, Story City; E. D. Meyer, Royal; H. L. Miller, Jefferson; A. N. Moore, Garner; R. E. Nauman, Burt; and V. J. Olson, Grand Junction.

Charles Pattee, Pocahontas; G. H. Peters, Schaller; A. D. Post, Onawa; E. C. Propp, Southerland; F. O. Ray, Toledo; J. C. Riedesel, Glidden; P. Richard, Peterson; J. Sawyer, Lynn Grove; Thos. Scandler, Alton; J. C. Schuler, Allison; E. R. Selstrom, Lanyon; F. H. Sloan, Sheldon; W. B. Spangler, Wesley; and J. V. Stark, Stanhope.

J. S. Thompson, McCallsburgh; G. W. Toyne, Carroll; J. F. Waterbury, Akron; C. H. Waterbury, Akron; Chas. Weideman, Blanden; S. Whiteman, St. Ansgar; and O. C. Wickey, Pomeroy.

ILLINOIS INSPECTION DEPT. Annual Report.

The 43rd annual report of the Illinois State Grain Inspection Department, covering the year July 1, 1912, to June 30, 1913, was issued recently in book form by Chief Inspector John P. Gibbons.

The Chicago office of the Department during the year received \$170,903.76 and spent \$175,846.05. Grain inspected in totaled 332,088,423 bus. by rail, 70,943 bus. by canal and 4,592,201 bus. by lake; total, reduced to bushels, 336,751,567 bus. Grain shipments inspected from regular elevators totaled 32,633,995 bus., from unlicensed elevators into lake vessels 36,348,671 bus. and into carts 87,200,968 bus.; total grain inspected out 165,952,723 bus. The combined total for in and out inspection for 1913 was 502,704,290 bus., compared with 401,227,389 bus. in 1912.

The East St. Louis inspection department received during the year \$14,597.55 and spent \$16,875.52. The wheat, corn, oats and rye inspected totaled 28,399 carloads and 54,700 sacks.

Chief Inspector Gibbons urges that the inspection fee be increased from 35c per car to 50c a car, the rate charged prior to the reduction of Dec. 1, 1912. The change from track inspection to office inspection added greatly to the cost of operating the department and apparently makes an increase in the fee necessary if the department is to be self-sustaining.

A fee of 50c per 1,000 bus. is also asked for out inspection.

The average contents per car loaded out during 1913, according to the Department's records, were as follows: Wheat 1,119 bus., corn 1,101 bus., oats 1,610 bus., rye 1,250 bus. and barley 1,561 bus. Re-inspection at Chicago was called on 3,673 carloads, out of which 2,114 inspections were sustained and 1,559 inspections were changed. Bad order cars reported during the year numbered 353.

EQUITY MEN CAUSE MORE Trouble.

After the riot at the meeting of the American Society of Equity the evening of Jan. 23 at Fargo, N. D., George S. Loftus of the Equity Co-operative Exchange, Minneapolis, and J. M. Anderson, pres., Equity Co-operative Society of North Dakota, filed a complaint with the mayor of the city demanding the removal of Chief of Police Bingham.

The Equity men claimed that John H. Worst, pres. of the North Dakota Agricultural College and of the Tri-State Grain Growers Ass'n, had "sold out" to representatives of the Minneapolis Chamber of Commerce, and said that the Chief of Police was a disgrace to the city.

The Equity representatives at the Fargo meeting exhibited the tactics that have caused trouble at every other convention they have attended. Not satisfied with causing a riot and breaking up the grain growers' meeting, they filed a complaint against the Chief of Police because he failed to sustain them in their rowdiness. The Equity men are determined at any cost to prevent representatives of the Minneapolis Chamber of Commerce from speaking at the farmers' grain dealers' conventions. Their resort to foul tactics and hoodlumism only betrays the weakness of their position and their inability to meet their opponents in a fair debate.

The organization which invited the Equity men to speak during the afternoon had not rented the hall for the night. When the owners of the hall demanded that the Equity men give up possession of the platform they were within their rights. After hearing evidence the city commissioners decided, Feb. 20, that the facts did not warrant the dismissal of the chief of police from office.

How long the co-operative grain dealers' ass'ns will endure George S. Loftus and the rest of his tribe is impossible to predict, because the patience they have shown so far is almost unbelievable. Loftus has on several occasions wasted the time of the delegates in mud-slinging attacks on the Minneapolis Exchange.

The farmer's greatest enemy is the self-styled "reformer," who is promoting only his own game; the co-operative grain dealer's greatest enemy is the self-styled philanthropist who would destroy the open market, provided by the established exchanges in order that he might handle the business at his own terms.

THE ILLINOIS State Grain Inspection Department is agitating for an increase in its inspection fee from 35c to 50c per car, on the plea that it is not able to pay expenses at the present fee. Before this increase is granted, the Department should do what the eastern railroads are being forced to do, prove that it is getting full use out of its present revenues and is operating on an economical and efficient basis.

NATIONAL CORN SHOW AT Dallas.

The National Corn Show at Dallas, Tex., which lasted from Feb. 10 to 24, inclusive, was a great success, altho bad weather during the opening days kept down the attendance.

The exhibits were noted for their number and their excellence. The judges found their tasks an arduous one, as the competition was close. The awards announced so far are as follows:

SEED OATS.—ANY VARIETY. Grand Championship won by J. C. Hill & Sons, Lloydminster, Sask., Canada, who won this prize for the third consecutive time and are therefore permanent owners of the \$1,500 Colorado oat trophy. F. C. Sumner, Clyde Park, Mont., won the grand championship for the United States. Prizes for the various sections of the country were as follows: Eastern Zone, C. N. Watkins, Penn Yan, N. Y.; Southern Zone, E. J. Robertson, Sherman, Tex.; Northern Zone, C. W. Bokken, Albert Lea, Minn.; Central Zone, H. E. Greniger, Carthage, Mo.

SEED WHITE OATS. Southern Zone, W. F. Cogner, Waynesboro, Va.; Western Zone, F. C. Sumner, Clyde Park, Mont.; Northern Zone, G. B. Walls, Pine City, Minn.; Central Zone, W. M. Trich, Corunna, Ind.

SEED BLACK OATS. Southern Zone, B. A. Rucker, Delaplane, Va.; Northern Zone, A. D. Van Sickle, Warren, Minn.; Central Zone, Chris Smith, Buncton, Mo.

SHEAF OATS. World's grand championship, F. C. Sumner, Clyde Park, Mont.; reserve, J. R. Thorpe, Taveria, Wis. Central Zone, W. F. Otcheck, Grinnell, Ia.; Southern Zone, Pedigreed Seed Farm, Hartsville, S. D.; Northern Zone, J. R. Thorpe, Taveria, Wis.; Western Zone, F. C. Sumner, Clyde Park, Mont.

WHEAT.—ANY VARIETY. World's grand championship, J. P. Nash, Clyde Park, Mont., on a spring wheat sample; Eastern Zone, Howard Mann, Ellicott City, Ind.

WINTER WHEAT. Northern Zone, H. P. West, Ripon, Wis.; Western Zone, W. F. Lee, Clyde Park, Mont.; Southern Zone, J. H. Hudgins, Denison, Tex.

SPRING WHEAT. Northern Zone, G. D. Vansickle, Warren, Minn.; Central Zone, Fred McCulloch, Hartwick, Ia.; Northern Zone, J. P. Nash, Clyde Park, Mont.

DURHAM WHEAT. Northern Zone, George Person, Clearwater, S. D.; Western Zone, F. C. Sumner, Clyde Park, Mont.

SHEAF WHEAT. Grand championship, F. C. Sumner, Clyde Park, Mont.; reserve, John Christensen, New Salem, N. D. Northern Zone, John Christensen, New Salem, N. D.; Western Zone, F. C. Sumner, Clyde Park, Mont.; Central Zone, W. F. Otcheck, Grinnell, Ia.; Southern Zone, Bayard Rucker, Delaplane, Va.

SIX-ROW BARLEY. World's championship, H. E. Krueger, Beaver Dam, Wis. Grand championship, W. F. Otcheck, Grinnell, Ia.; Northern Zone, H. Monthaler, Beaver Dam, Wis.; Central Zone, W. F. Otcheck, Grinnell, Ia.; Southern Zone, Henry Monick, News Ferry, Va.; Western Zone, Fred Busher, Ritzville, Wash.

SIX-ROW BARLEY—SHEAF. Grand championship, Fred Busher, Ritzville, Wash.; Northern Zone, J. R. Thorpe, Taveria, Wis.; Western Zone, Fred Busher, Ritzville, Wash.; Central Zone, O. F. Otcheck, Grinnell, Ia.; Southern Zone, Pedigreed Seed Farm, Hartsville, S. D.

TWO-ROW BARLEY. World's championship and United States championship for Two-Row Barley, and world's championship for barley, any variety, were won by F. C. Sumner, Clyde Park, Mont.

RYE. World's class: 1st, Peter Swanson, Alvarado, Minn.; 2nd, John Hans, Jefferson, Wis.; 3rd, H. E. Krueger, Beaver Dam, Wis.; 4th, Joe Hans, Jefferson, Wis.; 5th, H. P. West, Ripon, Wis.

RYE—SHEAF. World's class: 1st, Pedigreed Seed Farm, Hartsville, S. C.; 2nd, H. E. Krueger, Beaver Dam, Wis.; 3rd, F. W. Garbee, Madison Heights, Pa.

CORN. Only a few of the awards for the various classes of corn in the state competition were announced. The list is not yet complete; nor have the national or world's championships been announced.

THE TEXAS CORN GROWERS Ass'n held its convention at the Corn Show Feb. 16 and 17; and the Texas Agricultural and Mechanical College gave a short course in agriculture, lectures being delivered every day during the Show.

QUOTATIONS to stock brokers will be safeguarded under the new contract between the New York Stock Exchange and the Western Union Telegraph Co., providing that the telegraf company must notify the Exchange of applications for wires. Hitherto the Exchange has not concerned itself with the use made of its quotations outside of New York City. In its general form the new contract is like that of the Chicago Board of Trade, which reserves the right to deny quotations to bucket-shops.

CORN SMUT.

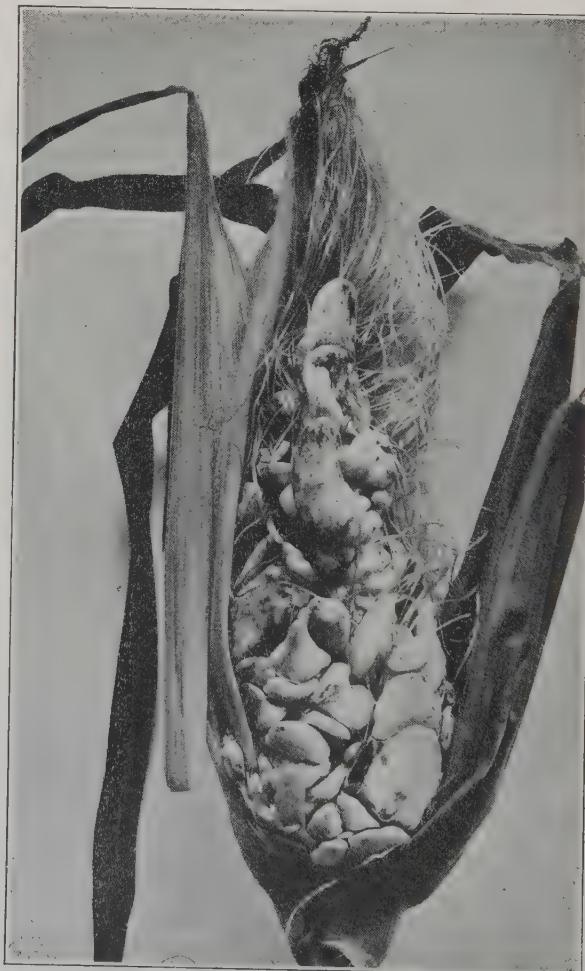
Corn smut is different from any of the other grain smuts. It not only occurs on the head, tassel or ears, but also on the stalk. It is always noticeable in the form of dark smut boils or masses on various parts of the corn plant. As a rule, however, corn smut is less destructive to the crop than the other cereal smuts are to the small grains.

The life habits of corn smut differ considerably from other smuts. The large smut boils, which occur on any part of the corn plant contain thousands of spores, which mature before the corn is ripe. Many of these fall to the ground or find their way to the barnyard, where they get into the manure. Eventually they germinate and produce millions of another kind of spore.

The smut spores are blown over large areas and fall on the young growing tissue of the corn plant, where they start to grow. Tiny tubes or filaments penetrate the corn plant, infect it, grow and produce new smut masses.

Smut in corn can not be prevented by treatment of the seed, but its quantity can probably be reduced by cutting out and burning the smut boils when they first appear. Manure from barnyards where smutted corn fodder or corn has been used should be composted before it is placed on corn land. A young ear affected with smut is shown in the engraving.

WE COULD NOT do business without the Grain Dealers Journal. It is O. K.—A. H. Aufdengarten, Ogallala, Neb.



Smutted Ear of Corn. After Johnson, Bull. 507, U. S. Dept. of Agriculture.

A STUDDED KANSAS ELEVATOR.

A well-designed studded country elevator is shown in the plans reproduced herewith. This house is 20 by 28 ft. and 55 ft. high. It has four hopper-bottomed storage bins 9 by 10 ft. and 40 ft. high. The foundation is of concrete and is 19 ft. deep to floor of boot pit. The bins are built of 2 by 6 in. studding on 12 in. centers, reinforced by five sets of 5/8-inch tie rods.

The driveway is 12 by 20 ft. and is provided with two 10 by 12 in. dump logs. The dump sink delivers the grain

to the boot of an elevator leg having 10 by 5 1/2 in. cups and a 36 by 12 in. cast iron head pulley. A distributor places the grain in any one of the storage bins or in a 1,000-bu. automatic scale, which discharges into a shipping spout.

The feed grinder is located between two hopper-bottomed bins, one above and the other below, which delivers the ground feed into the farmers' wagons.

Located on the working floor is a double-receiving separator, which takes the grain from a large overhead bin and discharges it into a sink leading to the elevator leg

Power is provided by a 12 h. p. gasoline engine housed in a frame building 20 ft. from the elevator. The engine is directly connected to a 1-15/16 in. line shaft, provided with a 24 by 6 in. wrot steel pulley for driving the grinder, an 18 by 6 in. pulley for cleaner, two friction clutches, and a two-sheave pulley for the manlift. A length of 6 in. pipe protects the shaft where it penetrates the bin.

The engine room and office are combined in a one-story frame building 24 by 12 ft. The engine room has a cement floor. Adjoining the office is a 5-ton compound-beam wagon scale having an 8 by 14 ft. platform. This elevator was designed by Morley Bros. Haden & Plott.

FAILURE AND SUCCESS.

Genius, that power that dazzles mortal eyes, is oft but perseverance in disguise; continuous effort in itself, implies, in spite of countless falls, the power to rise. 'Twixt failure and success, the point so fine, men know not when they touch the line. As the tide goes clear out, it comes again clear in; in business 'tis the wisest men who win. And oh, how often when shades of doubt dismay, with little more persistence, courage, vim, success will dawn o'er fortune's cloudy rim. Then take this honey from the bitterest cup—there is no failure save in giving up; no real falls, so long as one still tries, for seeming setbacks make the strong man wise. There is no defeat in truth, save from within, unless you're beaten there, you're sure to win.

I CANNOT keep house without the Grain Dealers Journal.—W. H. Marks, Culton sta. (Mendota p. o.), Ill.

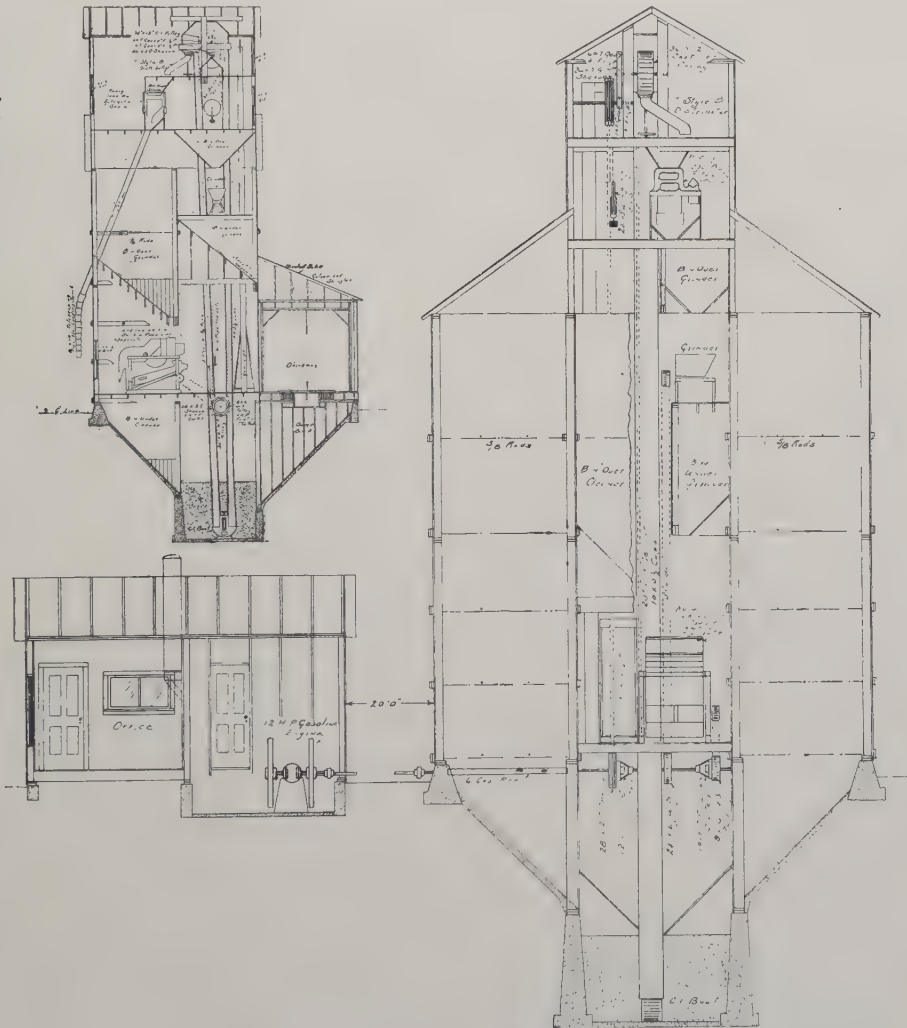
THE JOURNAL is a welcome visitor twice a month.—G. N. Norman, Norman & Mohn Elvtr. Co., Kidder, S. D.

SENATOR McCUMBER'S efforts to bring up in the Senate for final consideration his bill providing for federal standardization and inspection of grain were blocked Feb. 18 by Senator John Walter Smith of Maryland.

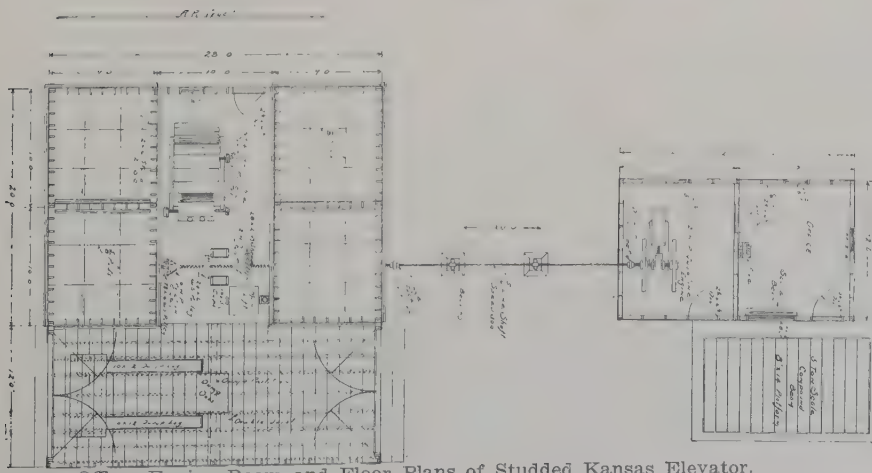
FARM LIFE should be made more attractive in order to keep the young people on the farms, according to the Farmers Grain Dealers Ass'n of Illinois, which recently passed a resolution that the rural schools should be adapted to the needs of farm life.

THE COTTON GRADES, together with a set of samples showing the spinning value of each grade, will be supplied free by the United States government to each shipping point in the South if the amendment to the agricultural appropriation bill proposed by Senator Smith of South Carolina is accepted. Senator Smith believes that by instructing the producers as to the government grades of cotton, they will obtain \$75,000,000 a year more for their crop as they will no longer "be deceived by buyers and by values arbitrarily fixed by cotton exchanges."

A BARLEY DISPUTE between the United States customs officials and Atwood, Stone & Co., Minneapolis, Minn., required the expert judgment of Fred W. Eva, Chief State Grain Inspector for Minnesota, at a hearing Feb. 6 before W. B. Howell, U. S. General Appraiser. Atwood, Stone & Co. imported what they considered to be barley screenings, taking a duty of 10%. The customs officials insisted that it was barley and assessed a duty of 25c per bu. Mr. Eva states that the mixture was 90% shrunken barley together with wild oats and grass seeds. The General Appraiser has not yet announced his decision.



Cross Section and Longitudinal Section.



Office, Engine Room and Floor Plans of Studded Kansas Elevator.

Seeds

S. J. FRANKLIN, Beaver City, Neb., will build a seed warehouse this spring.

THE ROSWELL SEED CO., Roswell, N. M., recently added a new warehouse to its plant.

THE WASHINGTON state seed analyst is now Miss Katherine G. Stone, Ritzville, Wash.

THE STANFORD SEED CO., Binghamton, N. Y., has registered the word "Honor" as a trademark for its grass and grain seeds.

THE UNITED STATES SEED CO., St. Louis, Mo., incorporated in Texas for \$50,000, was recently licensed to do business in Missouri.

THE CLOVERSEED COM'ITE of the Baltimore Chamber of Commerce for 1914 consists of J. Howland Hiss, W. G. Scarlett and J. J. Buffington.

BLACKMAN & GRIFFIN Co., Ogden, U., has registered the words "Yellow as gold" on a black diamond with a yellow border, as a trademark for its alfalfa seed.

THE SEED COM'ITE of the Philadelphia Commercial Exchange consists of Chas. R. Koch, Geo. E. Taylor, Chas. G. Alexander, Jesse Sharpless and F. B. Sitley.

CENTRAL IDAHO and eastern Washington farmers are being supplied with Marquis wheat seed by the Vollmer-Clearwater Co., as this variety seems well adapted to high elevations.

THE CANADIAN SEED LABORATORY received 954 seed samples during December for testing. Of the 187 samples of timothy seed, 24 graded No. 1, 101 graded No. 2, 35 graded No. 3 and 27 were rejected on account of excess weed seeds. Of the 234 alsike samples, 9 graded No. 1, 54 graded No. 2, 99 graded No. 3 and 72 were rejected. Out of 203 red clover samples received, 56 graded No. 1, 78 graded No. 2, 51 graded No. 3 and 18 were rejected. Taken as a whole, the quality of seed this year appears to be decidedly better than it was last year.—Geo. H. Clark, Canadian Seed Commissioner, Ottawa, Ont.

THE CANADIAN parcel post, which was started Feb. 1, includes seeds, cuttings, bulbs, roots, bedding plants, scions or grafts among the commodities acceptable under parcel post rates, which are 5c for the first pound and 1c for each additional pound or fraction thereof up to four pounds, and 2c for each subsequent pound up to 11 lbs., when the destination is within 20 miles of the place of mailing. When destination is outside of this 20-mile limit but within the province, the rates are 10c for the first pound and 4c for each subsequent pound. To points outside of the province the rates are 10c for the first pound and 6c for each additional pound, with an additional charge of 2c a pound for each province that has to be crossed to the destination of the parcel. The three maritime provinces, Nova Scotia, New Brunswick and Prince Edward Island are grouped as one zone. The maximum charge on any parcel cannot exceed 1c an ounce. Until May 1, an additional fee of 5c is charged on each parcel mailed to a station having letter-carrier service; also, the weight limit is 6 lbs. After May 1 the weight limit will be 11 lbs.

THE 125TH ANNIVERSARY seed catalog of Conrad Appel, Darmstadt, Germany, contains a brief history of this business, which has been owned for a century and a quarter by the same family.

SIBERIAN ALFALFA seed in 1 oz. lots was distributed free by Prof. Hansen of Brookings, S. D., to all applicants sending 4c to cover cost of postage. This is seed from the alfalfa Prof. Hansen brot back after his trip thru the Russian Empire.

THE INDIANA EXPERIMENT STATION at LaFayette tested 1,356 samples of seeds during the year ended June 30, 1913. Much seed is now bot and sold in the state on the basis of the laboratory tests; and the farmers are learning to submit samples of seed for testing before planting it.

FREE SEED to Washington farmers will be furnished by the state department of agriculture, which will send out corn, alfalfa, pea and clover seed to 100 farmers in different parts of the state for testing purposes. The Department is also preparing a list of men having seeds for sale so that it may inform farmers where they can purchase good seed.

NEBRASKA'S first seed inspector is Miss Louise Allen, formerly seed analyst for the State of Washington. Miss Allen, who was appointed Feb. 2, will enforce the state seed inspection law, which was passed in 1911 but prior to this year has been a dead letter due to lack of an appropriation. The law requires that every lot of agricultural seeds amounting to one pound or more offered for sale in Nebraska for use within the state must be accompanied by a statement giving the name of the seed, name and address of the seedsman, and place where grown. Seeds coming up to the standards of purity and germination established by the law must be so labeled. Seeds not coming up to this standard may be sold if accompanied by a statement showing the percentages of weed seeds and inert matter and the germinating percentage, provided, however, that seed containing noxious weed seeds such as dodder, quack grass, wild mustard, Canadian thistle, wild oats, corn cockle cannot be sold for planting in the state. The law establishes a fee of 50c for seed inspection; and inspectors are now in the field sampling seeds in stock.

O. P. RICE, arrested last month at Lambertville, N. J., for selling fraudulent seeds, apparently found swindling the farmers a highly profitable business. He sold them "guaranteed" red clover seed for \$9 per bu. when it was quoted at \$11.40 at New York. What he actually gave as a bushel of clover seed was 49 lbs. of German millet, worth 4½c a lb., and 11 lbs. of red clover seed, worth 19c a lb. The mixture thus cost him \$4.29 per bu., leaving a profit of \$4.71. Rice had to work hard to earn this profit, however. Upon receiving orders for the seed, he would purchase the needed quantities of clover and millet seed. Upon its arrival he would retire to the local livery barn and prepare his mixture, sometimes working far into the night. His success as a salesman is attested by the fact that John P. Helyar, New Jersey Seed Analyst, has 25 counts against him on sales made since the middle of December. Rice also sold crimson clover seed, worth 10c a lb. if not adulterated, to farmers under the name of "Australian clover", for which he claimed three cuttings a year and charged 30c a lb. Mr.

Helyar is prosecuting him for fraud and is confident that the grand jury will return an indictment.

SEED DEALERS' DISCLAIMER of warranty has been sustained by the Supreme Court in a decision published elsewhere in the Journal under the head "Disclaimer of Warranty Protects Seed Dealer."

SEED CORN will be scarce and high the coming spring in central Ohio. Retarding droughts of last summer followed by freezing weather before the corn had fully matured, has left the general run of it unfit for planting. Prices now are fifty cents higher per bushel than at this time last year. Seed companies report an unusually large volume of early inquiries. The interest in proper seed corn has been greatly increased by the corn-boy movement, which is being fostered with greater activity each year by the state government.—C. C. J.

From the Seed Trade.

NOBLESVILLE, IND., Feb. 17.—Much more seed will be sown this spring than usual. All grass seed crops last year gave good crops except alsike; and considerable seed will be carried over. Farmers are holding clover seed because of present low prices.—Lacy Seed & Hay Co.

ABERDEEN, S. D., Feb. 21.—Very little red clover and alsike has been grown in this section. Timothy is being tried out, some of the farmers having very good success, others not. The acreage planted to alfalfa will be increased 300% this year. Blue grass is being tried out as a calf pasture. Timothy seed is the only important seed saved in this section.—C. W. Freeman, Freeman-Bain Co.

PHILADELPHIA, PA., Feb. 21.—Producers of clover seed are remembering the high prices of former years and are holding their seed stubbornly. Also farmers in non-producing sections are anxious to buy early, as they too remember the high prices of other years. To satisfy this demand, we are safe in saying that larger stocks than usual have moved to eastern country points.—Philadelphia Seed Co.

DARMSTADT, GERMANY, Jan. 31.—Creeping bent grass and American marsh bent grass gave short crops; Rhode Island bent grass and fioringrass also yielded little and prices are accordingly high. The supply of meadow foxtail is limited and prices are higher than last season. Sweet scented vernal true yielded less than last year, and annual vernal is also a short crop. Hungarian brome grass is of better quality than last year; Meadow brome grass produced an inferior quality of seed and a short crop. Orchard grass is of excellent quality; hard fescue and sheep's fescue gave a medium crop with some inferior seed. Italian ryegrass and perennial ryegrass gave a crop of fine color and heavy seed; timothy of good quality is rare and high priced; wood meadow grass is cheaper than previous years and of superior quality. Smooth stalked meadow grass is of fine quality and prices are moderate. Rough stalked meadow grass gave an average crop with medium prices.—Conrad Appel.

THE OWEN BILL to regulate stock exchanges is in the hands of the Senate banking and currency com'ite for revision to meet the various criticisms brot out at the public hearings held from Feb. 4 to Feb. 12. Chairman Owen thinks that the com'ite will not be able to finish its work on the bill before the middle of March.

Disclaimer of Warranty Protects Seed Dealer.

The Supreme Court of Wisconsin on Jan. 13 reversed the decision of the circuit court of Vernon County in the suit by Samuel C. Ross of Viroqua, Wis., against Northrup, King & Co., of Minneapolis, Minn., for breach of warranty of seed. The lower court gave Ross judgment for \$1,015, but the Supreme Court held the disclaimer good and dismissed the case.

Ross read in defendant's catalog a description of "Comstock Spanish Tobacco Seed," and thru a local seed dealer, Morton, arranged for the purchase of one pound, to seed 20 acres. Defendant promptly filled the order with seed obtained from Virginia. It was impossible to tell from an examination of the seed that it was not of the variety ordered. It was planted and proved to be an inferior variety or not adapted to the soil, and Ross brought suit for alleged breach of warranty.

The two packages ordered from the defendant were wrapped in one bundle, and shipped by express. One side of the shipping tag contained the name and address of the consignee. On the reverse side there was printed in red ink and in conspicuous type the following words, which were underscored as indicated: "*Northrup, King & Co. do not give, and their agents are forbidden to give, any warranty, express or implied, as to description, quality, productiveness, or any other matter of any seeds, bulbs, or plants they send out, and will not be in any way responsible for the crop. If the purchaser does not accept the goods on these terms, they are at once to be returned, and money paid for same will be promptly refunded.*"

On the first page of the catalogue proper there was printed in large type the words "*General Suggestions to Customers.*" There were a dozen such suggestions made; the first word or words in each instance, indicating the nature of the suggestion, being printed in large, heavy type. One of these headings consisted of the word "*Disclaimer*" so printed, and immediately following it was a statement substantially like the one quoted above.

The Supreme Court held: The defendant having the right to sell without warranty, it seems clear that it did all that could in reason be required of it to advise the purchaser of the condition upon which the seed was sold. Of course it is easy to imagine other things which it might have done which would be better calculated to give notice; but, if those things had been done, and had proved efficacious, still other things might be suggested which would surely acquaint Morton with the conditions of sale. The business was transacted by mail. Where the book from which the order was given, the shipping tag, and the invoice, all stated these conditions, it would seem to be unreasonable to hold that any blame attached to the defendant, if Morton failed to observe all of these things. The evidence is quite convincing to show that there was a disclaimer of warranty printed on the bag containing the tobacco seed also; but there was a sufficient conflict in the evidence on this point to make the question one for the jury, and it found that there was none.

Mr. Morton could not close his eyes to the information that was literally staring him in the face, and then hold the defendant liable because he did so. In matters of contract one must observe what he has reasonable means of knowing. The law for the protection of persons even against fraud will not be extended to those who, "having the means in their own hands, neglect to protect themselves. * * * The law requires men, in their dealings with each other, to exercise proper vigilance, and apply their attention to those particulars which may be supposed to be within reach of their observation and judgment, and not close their eyes to the means of information which are accessible to them." *Mamlock v. Fairbanks*, 46 Wis.

415, 417, 418, 1 N. W. 167, 169, 32 Am. Rep. 716, *Bostwick v. Insurance Co.*, 116 Wis. 392, 400, 89 N. W. 538, 92 N. W. 246, 67 L. R. A. 705.

Judge Barnes of the Supreme Court further said: In the present case the pound of tobacco seed was sold to Morton for \$2.25. The damages recovered were \$1,015. It may seem unjust that the purchaser should suffer this loss. But it is apparent that, if seedhouses warranted their seeds, they would have to sell at a very much higher price than if no warranty were given. If the defendant had sold 100 pounds of this seed instead of one pound, it would receive therefor \$225, and on the basis of plaintiff's recovery would be liable for over \$100,000 damages. It purchased the seed in Virginia, and admittedly ordered the variety which the plaintiff desired. The evidence shows that there was no way in which the substitution could be discovered until the tobacco plants were pretty well grown.

Large seedhouses who draw their supply of seeds from different parts of this and perhaps other countries cannot well grow all the seeds which they handle. They are liable to be imposed on, and must either adopt the practice of selling without warranty or of selling with one, and imposing on the consumer an added price sufficient to make good the losses sustained by reason of the failure of the seed sold to comply with the warranty. 144 N. W. Rep. 1124.

Oppose Virginia Seed Bill.

Grain Dealers Journal: At the conference of several seedsmen of the State held here Feb. 17, it was decided that nothing more could be done with the Agricultural Com'tee in regard to the seed bill introduced by Mr. Adams as House Bill No. 190 to regulate the sale of agricultural seeds. We therefore drew up a letter which we delivered to each member of the House of Representatives on the morning of the 18th, and saw as many of the members as we could, and talked to them in person pointing out to them our objections to this bill. We found that some of the members were opposed to the bill, some were in favor of it, and some were noncommittal. The bill has not as yet come up for passage and we do not know when it will. It is barely possible that it will not come up at all, but from what we can gather we are inclined to think that it will come up for passage within the next few days.

Heretofore only the seedsmen have been opposing this bill, but after this conference it was thought well to get the country merchants who sell seed in a limited way, to oppose this bill also. Therefore each of us sent out to our wholesale merchant trade in the State a letter. As all of the merchants' names signed to letter No. 1 are scattered throughout the State, we are sure that when these other letters are sent out to the various smaller merchants in the State that practically all of the smaller merchants will get one of these letters and oppose the bill, and we think many letters of this kind coming to the members of the House of Representatives from their constituents at home will be much more effective than the opposition of the recognized seedsmen of the State. If this bill is passed by the House, we will oppose it in the Senate.—Diggs & Beadles, Richmond, Va.

Chicago Seed Movement.

Receipts and shipments of seeds at Chicago during the week ended Feb. 21, compared with the corresponding week of 1913 were in pounds as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Timothy	294,000	946,000	551,000	485,000
Clover	64,000	82,000	478,000	87,000
Other grasses	172,000	164,000	634,000	378,000
*Flax	3,000	14,000	5,000

*Bushels.

Objection to Virginia Seed Bill.

Virginia merchants handling seeds are requested by the wholesale seed dealers to write their Assemblymen in the House opposing the passage of the seed bill No. 190, for the following reasons: If this bill is passed, out of State dealers and farmers may ship any seeds in the State without complying with this law, and it restricts our Virginia dealers and farmers from selling without complying, thereby turning money and trade to dealers out of the State.

This bill does not specify the objectionable seeds, but this important matter is left for the Board to define, after the bill is passed. The objectionable seeds should be defined explicitly in the bill and not left to the discretion of the Board to specify after the bill is passed.

It largely increases the expense of conducting the business, thereby increasing the cost of the seeds to the farmers.

Under this law a farmer is prevented from selling his seed products unless he places analysis of purity and germination tags thereon. This is not practicable.

The attempt in the law to make a fixed percent of germination is impracticable for the reason that all botanical tests show a variation, and it is an exception when two samples of seed drawn from the same sack will show the same percentage of germination.

This law requires that the person selling the seeds be they a dealer or farmer, shall put on each package of 10 lbs. or more his own tag showing both the purity and germination. This is troublesome, burdensome, and expensive, and it would be almost impossible for the farmer, country merchants and small dealers to comply with it.

The germination requirement will, of necessity, very greatly delay the distribution of new crop of seeds, thereby greatly retarding the farmer in the sowing of his crops.

The seed law now in operation is a protection to both farmer and dealer, and is giving general satisfaction, farmers are getting good seeds and merchants have arranged their business so as to comply with the present law.

The present law permits the small dealers to sell under original tags attached by the party from whom the purchase was made, whereas the proposed law requires him to put on his own analysis and germination tag, and makes him liable therefor. This prevents the country merchant and small dealers from selling seeds as they will not be prepared to comply with this requirement.

No Allowances for Dirt in Imported Seeds.

That section of the tariff law prohibiting any allowance being made for dirt in imported seeds threatens to stop the business of cleaning and marketing Canadian flaxseed at Duluth and other northern markets.

The Treasury Department in a recent ruling on the question holds that customs officials can make no allowance for dirt in flaxseed, owing to the clause in paragraph 212 of the tariff law, reading as follows: "Provided, that no allowance shall be made for dirt or other impurities in seeds provided for in this paragraph." The old tariff law contained no clause prohibiting the making of these allowances, and the customs officials always granted them.

The effect of this ruling will be to bar Canadian flaxseed from our markets until after it has been cleaned.

Four Months' Limit for Filing Claims for Loss Must be Enforced.

Carriers and shippers in official and western classification territories, in order to prevent unjust discrimination joined in a request for the Commission's approval of a waiver for a specified period of the four-month limitation within which claims for loss, damage, or delay must be presented, as contained in the Bs/L referred to in tariffs on file with the Commission.

The Commission, on Feb. 9, decided that it has no authority to order carriers to disregard their tariffs, nor does it feel justified in acquiescing in the adjustment of matters brought into the condition here presented by reason of disregard of tariff provisions, except from the necessity of a situation like this, when to do otherwise must leave uncorrected grossly unjust and widespread discriminations.

In stating the opinion of the Commission, Commissioner Clement said: Carriers and shippers agreed on the uniform B/L which was recommended by the Commission June 27, 1908.

The form and contents of the B/L thus agreed upon by shippers and carriers, and recommended by the Commission, was adopted by most of the carriers in the territories mentioned and its provisions embodied in their freight classifications which were published and filed with the Commission, thus becoming a part of their established tariff schedules.

Among these provisions was the following (section 3, paragraph 3):

Claims for loss, damage, or delay must be made in writing to the carrier at the point of delivery or at the point of origin within four months after delivery of the property, or, in case of failure to make delivery, then within four months after a reasonable time for delivery has elapsed. Unless claims are so made the carrier shall not be liable.

The representatives of carriers and shippers alike, appearing in a general proceeding of inquiry respecting the matter of Bs/L now pending before the Commission, have joined in a request for the Commission's approval of a waiver by the carriers of the above provision, limiting the time within which claims of the character referred to might be presented to the carriers, with respect to all such claims presented prior to December 1, 1913, that were not presented within the four-month period, and also all claims accruing within two years prior to the date of this report which have not been presented to the carriers, provided such claims are presented to the carriers on or before April 1, 1914.

In many instances in the establishment of commodity rates the carriers have not made proper reference to this provision published in their classifications so as to make it applicable to such commodity rates.

The observance and enforcement of this limitation as to the time for presenting to the carriers claims for loss of or damage or delay to freight in some cases, and the waiver or disregard of it in others result, of course, in widespread and serious discrimination in the territories mentioned.

The carriers in the south did not generally adopt the so-called "uniform B/L" but adopted instead another form known as the "standard B/L" which contained many features, including this provision, common to both. These carriers, however, did not make the provisions of their B/L a part of their classification or tariff schedules, and there does not appear to

be much cause of complaint in this respect in that territory.

The carriers have sought to justify or excuse their irregular practices as above indicated in disregard of this provision of limitation, while a part of their tariff schedules, upon the ground that it was regarded by them as of doubtful legality, partly because of the existence of state statutes prohibiting and declaring such provisions of limitation to be void. There seems to have been a question as to whether or not such statutes controlled interstate as well as state traffic. It is explained that the carriers have felt that even if the provision referred to was valid as to interstate traffic and not as to state traffic injustice would result by attempting to adhere thereto in regard to the former. Other reasons have also been assigned for the irregularities in this respect which have grown up during the period since the uniform B/L was agreed to and its provisions published in the carriers' tariffs as stated. However, following some recent decisions of the Supreme Court of the United States, having particular reference to that of *Adams Express Co. v. Croninger*, 226 U. S., 491, many of the carriers, commencing about December 1, 1913, began to enforce much more rigidly the provision of limitation mentioned, realizing that there was no more authority in law for a disregard of this provision of their tariff than any other.

The Commission can not regard the excuses offered as entire justification for the course pursued. When it becomes apparent to carriers that they can not, ought not, or will not enforce the provisions contained in their established tariffs, whether in regard to matters of the kind here involved, demurrage, reconsignment, or other like practices, as well as to rates, they should change their tariffs in the manner prescribed by law so that their practices may be in conformity thereto. The Commission has not the authority under the law to order them to disregard their tariffs, nor does it feel justified in acquiescing in the adjustment of matters brought into the condition here presented by reason of disregard of tariff provisions, except from the necessity of a situation like this, when to do otherwise must leave uncorrected grossly unjust and widespread discriminations.

For the reasons indicated we can not feel otherwise than that for the purpose of preventing such results the carriers should deal with all claims of this character within the dates herein specified upon their merits without discrimination with respect to this rule regarding the period of time within which they should have been presented. It is expected that this will be done in good faith and that hereafter, in order to avoid discriminations of the kind here presented, the tariff provisions of carriers respecting this question will be rigidly adhered to.

The Commission does not here express any opinion with respect to the reasonableness of the period of limitation contained in this provision, that being a matter for determination in connection with the proceeding of general inquiry referred to.—29 I. C. C. 417.

GAS ENGINE fuel from a new source is promised by English inventors who convert cheap creosote into a form of benzol by blowing the superheated benzol upon metallic nickel causing the hydrogen of the water to combine with the creosote. The new fuel is said to be cheaper than gasoline.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

C. & N. W. in Sup. 9 to 14000-B quotes charges for transit privileges at its various stations, effective Mar. 16.

C. & A. in Sup. 3 to 1651-A quotes a rate of 9c on corn and corn products from Pekin to Waukegan, Ill., effective Mar. 6.

M. K. & T. quotes a rate of 20½c on wheat and 17½c on corn from Gas, Iola and La Harpe, Kan., to Little Rock, Ark., effective Mar. 10.

Hosmer in Sup. 6 to 68 B quotes rates on grain and grain products from stations in Ill. and Ia., to stations in Canada and C. F. A. territory, effective Mar. 5.

C. G. W. in Sup. 10 to 68-B quotes a proportional rate of 10c on barley and oats from Minneapolis and St. Paul, Minn., to Peoria and Pekin, Ill., effective Mar. 15.

C. G. W. in Sup. 27 to 14854 quotes rates on grain products from Sargeant, Renova, Sutton, Elkton and Taopi, Minn., to various Minnesota stations, effective Mar. 15.

M. K. & T. in Sup. 2 to 4459A quotes rates on grain and grain products from stations in Okla. to Little Rock, Ft. Smith, Ark., and Memphis, Tenn., effective Mar. 10.

H. E. Still, general western freight agent of the Nor. Pac., quotes a rate of 15c per 100 lbs. on grain from points on the Camas Valley R. R. to Tacoma, Wash., effective Mar. 7.

C. P. & St. L. quotes a proportional export rate of 13½c on corn, barley, wheat, oats, rye and grain screenings from Peoria and Pekin, Ill., to Mobile, Ala., New Orleans and Port Chalmette, La., effective Mar. 14.

Leland in Sup. 9 to 23P quotes rates on grain and grain products from stations in Tex. to Denver, Colo.; Kansas City, St. Louis, Mo.; New Orleans, Shreveport, La.; Milwaukee, Wis.; Memphis, Tenn., and other stations, effective Mar. 11.

W. H. Hosmer, agent, quotes a rate of 9c to Muncie and Wabash, Ind.; 10½c to Adrian, Mich.; Columbus and Fostoria, O.; and 11c to Newark, O., on corn, oil cake, linseed oil cake, mixed live stock feed, linseed oil meal, brewers dried grain, from Morris, Pekin, Peoria and South Bartonville, Ill., effective Mar. 5.

C. & A. in 1609-C quotes rates on flaxseed, wheat and corn between its Missouri stations and Chicago, Peoria, Ill., and St. Louis, Mo.; also rates on popcorn from Kansas City, Mo., when originating west of the Missouri River, to Chicago 12c and to Peoria 10½c, when destined beyond; effective Apr. 1.

C. & A. in Sup. 3 to 1574-B quotes a proportional rate of 14c on wheat, 13c on corn, rye, oats, barley and corn meal, 16c on flaxseed and 19c on hemp seed from Kansas City, Mo., to Memphis, Tenn., and a rate of 22c on wheat and 21c on corn, rye, oats, barley and corn meal from Kansas City, Mo., to Pensacola, Fla., effective Mar. 17.

C. & A. in Sup. 7 to 1596-B quotes export rates on grain and grain products from its stations to Gulf ports; also a rate of 14½c from Chicago, Ill., and 13½c from Peoria and Pekin, Ill., when from beyond, to Mobile, Ala., New Orleans, Port Chalmette and Westwego, La., when for export, on barley, corn, oats, rye, grain screenings and wheat; effective Mar. 20.

C. M. & St. P. quotes a rate of 17c on wheat, millet and flaxseed and 15.5c on corn, oats, rye and barley between Pipestone, Minn., and Chicago, Ill., Racine and Milwaukee, Wis.; also a rate of 14.5c on wheat, millet and flaxseed and 13.4c on corn, oats, rye and barley between Pipestone, Minn., and Cloquet, Duluth, Minn., and Superior, Wis., effective Mar. 1.

III. Cent. quotes a rate of 10c on wheat, corn, rye, oats and barley from Eldena, Ill., to Milwaukee and Racine, Wis., and a proportional rate of 7c to Chicago, Ill., effective Mar. 9.

A. T. & S. F. in Sup. 8 to 5588-J quotes rates on wheat, corn and linseed meal between Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., and Chicago, Ill., and various stations in Oklahoma, also Tyler, Kan.; also rates on alfalfa feed and meal from points first named to Catherine, Randall, Shelton, Fenton, Hays, Roberta and Hawley, Colo.; also distance rates on wheat, corn, linseed meal and alfalfa feed; effective Mar. 2.

C. & N. W. in Sup. 46 to 8300-A quotes rates on grain and flaxseed between Wisconsin stations and Chicago, Ill.; Cudahy, Carrollville and Milwaukee, Wis.; also a proportional rate of 7½c from La Crosse, Wis., to Chicago, Ill., Whitelaw, and New London Jet., Wis., on grain screenings, malt and malt sprouts, molasses feed, corn, kafir corn, oats, rye, barley and spelt; also a rate of 10c on grain products, flaxseed, wheat and buckwheat between same points; effective Mar. 15.

C. G. W. in Sup. 22 to 36-A quotes a rate of 15c on wheat and articles taking same rate, 14c on corn and 16c on flaxseed between Chicago, Ill., and Winona, Minn.; also a proportional rate of 12½c on grain and grain products from Chicago to Winona; 12½c on flaxseed and mustard seed screenings from Chicago to Winona; also proportional rates of 10c on flaxseed, millet seed and flaxseed screenings, wheat and buckwheat and 7½c on barley, corn, oats, rye and kafir corn from Winona to Chicago; effective Mar. 15.

Soo quotes a proportional rate of 22.6c on flaxseed and 20.5c on wheat and buckwheat to Allegheny, Pa., and Buffalo, N. Y.; 18.4c on flaxseed and 17.4c on wheat and buckwheat to Aurora, Ind.; 17.9c on flaxseed to Detroit, Mich.; 18.4c on flaxseed to Jopka, Ill., Indianapolis, Vincennes and New Albany, Ind.; 19.5c on flaxseed to Louisville, Ky.; 21.6c on flaxseed to Owensboro, Ky., and 17.4c on wheat and buckwheat to Cincinnati, O., and Cairo, Ill., from Minneapolis, Duluth, St. Paul, Minn., and Superior, Wis., effective Mar. 13.

C. & N. W. in Sup. 3 to 7170-C quotes proportional rates from Omaha, Neb., Council Bluffs and Missouri Valley, Ia., to East St. Louis, Ill., as follows: flaxseed, screenings and products, and millet seed, 14½c; wheat, buckwheat and pearl barley, 13½c; corn, barley, rye, oats, kafir corn, alfalfa meal, barley meal, bran, brewers grits and meal, brewers or distillers dried grains, corn products, cottonseed meal, gluten feed and meal, grain screenings, linseed meal, malt and malt sprouts, middlings and milo maize, 12½c; effective Mar. 15.

C. G. W. in Sup. 4 to 33-B quotes rates on grain, grain products and flaxseed from Minneapolis and St. Paul, Minn., to Port Chalmette, Westwego, New Orleans, La., Key West, Fla., Gulfport, Miss., Mobile, Ala., and Memphis, Tenn.; also a 20c rate on barley, corn, oats and rye from Council Bluffs, Ia., and Omaha, Neb., to New Orleans, Baton Rouge, Bayou Sara, La., Greenwood, Natchez and Vicksburg, Miss.; and a rate of 19½c on export wheat and 18½c on export barley, corn and oats from Council Bluffs and Omaha to New Orleans, La.; effective Mar. 15.

C. G. W. quotes proportional rates between Minneapolis and St. Paul, Minn., and the following points: Bolan, Ia., 10.5c on wheat and 9c on corn; Meltonville, Ia., 9.5c on wheat and 8.5c on corn; Moorland, Ia., 11.5c on wheat and 10c on corn; also a proportional rate of 14c on wheat and buckwheat and 10.5c on corn, rye, barley, oats, kafir corn, spelt and grain screenings from Winona, Minn., to East St. Louis, Ill., and St. Louis, Mo., and a proportional rate of 9.4c on wheat and flaxseed from Des Moines, Ia., to St. Joseph, Kansas City, Mo., Kan., and Leavenworth, when reshipped to stations in Colo., Ida., Utah, Wyo., Mont. or Neb., effective Mar. 15.

C. G. W. in Sup. 30 to 14889 quotes rates on flax and millet seed, wheat, corn, oats, rye and barley, cottonseed cake, meal and hulls between St. Louis, Mo., and East St. Louis, Ill., and Belle Chester, Minn., Aladdin, Chautauqua Park, Fosselman, Cedar Heights, Normal, County, Glasgow, Center, Denver, Rust, Gilbertville, Burk, LaPorte, Lamb, Glory, Brandon, Welch, Cheney and Urbana, Ia., effective Mar. 15.

C. R. I. & P. in Sup. 4 to 27537-B quotes domestic and export rates on grain and grain products from its stations to eastern and Canadian ports; also rates on brewers dried grain, corn, oil cake and articles taking same rates from Joliet, Morris, Peoria, Peoria, Rock Island, Ill., Clinton and Davenport, Ia., to eastern and Canadian points; also reshipping rates on grain and grain products from Peoria or Pekin, Ill., to same destinations; also rates on grain, flaxseed and Hungarian seed from Atchison, Leavenworth, Kan., Kansas City and St. Joseph, Mo., to Cairo, Thebes, Ill., and Evansville, Ind., when destined to Southeastern and Carolina territories; also rates on wheat, corn and oats from Atchison, Leavenworth, Kan., Davenport, Council Bluffs, Ia., Kansas City, St. Joseph, Mo., Omaha, Neb., Moline, Morris and Rock Island, Ill., to Cincinnati, O., Jeffersonville, New Albany, Ind., and Louisville, Ky., when destined to Southeastern and Carolina territories; also rates on grain and ground feed from Minneapolis and St. Paul to C. F. A. points; also to Ohio River crossings when destined beyond; effective Mar. 17.

F. B. Rice Heads Crop Improvement Com'ite.

Frank B. Rice, Chicago, was recently appointed chairman of the Crop Improvement Com'ite of the Council of Grain Exchanges by President J. C. Murray, succeeding Mr. Murray to this position.

Mr. Rice is vice-pres., general manager and sec'y of the Star & Crescent Milling Co., and takes a very active part in the affairs of the Chicago Board of Trade. Last year he acted as vice-president of the Board, and for a number of years he has served on the grain com'ite. He came to Chicago 20 years ago to enter the employ of the Star & Crescent Milling Co. In 1901, when the mill was moved to South Chicago, he resigned as sec'y to take service with the Nye-Jenks Grain Co. On Jan. 1, 1906, he came back to the Star & Crescent.



Frank B. Rice, Chicago, Ill., Chairman, Crop Improvement Com'ite, Council of Grain Exchanges.

Mr. Rice is noted for his expert knowledge of grain, particularly wheat. He comes to his new position fully qualified to guide the important activities of the Council's most important com'ite. A portrait of Mr. Rice is reproduced herewith.

CROP IMPROVEMENT.

THE NORTHWEST FARM CROP SHOW was held Feb. 18 to 20 at Crookston, Minn.

MINNEAPOLIS business men on Feb. 16 gave \$3,500 to pay the expenses of a county agent for Hennepin county, Minn.

THE CROP IMPROVEMENT COM'ITE of the Baltimore Chamber of Commerce for 1914 consists of J. Collin Vincent, T. Murray Maynadier, and C. Bosley Little.

THE GOOD SEEDS special train operated by the Milwaukee Chamber of Commerce, the state agricultural college and the Wisconsin Bankers Ass'n, will leave Milwaukee Mar. 10 for a trip thruout the state.

J. COLLIN VINCENT, chairman, Crop Improvement Com'ite of the Baltimore Chamber of Commerce, has issued a booklet giving reasons why the state of Maryland should take over and rehabilitate the Maryland Agricultural College, making it a state school.

THE CHICAGO BOARD OF TRADE directors on Feb. 17 adopted a resolution praising Asbury F. Lever, Chairman of the House Com'ite on Agriculture, for his successful efforts in framing and bringing about the passage of the Lever co-operative agricultural extension work bill.

INDIANA has 28 county agents at work, each of whom has a automobile and spends his time in giving the farmers practical demonstrations and advice on farm problems and assisting the county superintendent of schools in agricultural education. LaPorte was the first county to appoint a county agent, on Oct. 1, 1912, being closely followed by Montgomery, Parke and St. Joseph counties. On Feb. 22, 1913, the state legislature passed the Vocational Education bill authorizing the appropriation of county and state funds for the work; and thereafter the number of counties to employ agricultural advisers increased rapidly.

THE CROP IMPROVEMENT COM'ITE of the Council of Grain Exchanges, as recently appointed by Pres. J. C. Murray, consists of Frank B. Rice, Chicago, chairman; G. A. Wegener, Chicago, vice-chairman; C. A. Brown, Minneapolis; E. S. Westbrook, Omaha; E. G. Broeniman, New York; N. L. Moffitt, St. Louis; H. L. Goemann, Toledo; W. A. Hottensen, Milwaukee; F. A. McLellan, Buffalo; G. A. Aylsworth, Kansas City; W. C. Mitchell, Duluth; C. E. Nippert, Cincinnati; E. Clemens Horst, San Francisco; S. W. Strong, Urbana; C. B. Riley, Indianapolis; Bert Ball, Chicago, sec'y, and Frank H. Demaree, Chicago, agronomist.

WINCHESTER, IND.—The directors of the National Hay Ass'n held a meeting here Feb. 17, every director being in attendance excepting C. C. Ramey of New York City. Nothing of unusual importance came before the board, the meeting being simply to review the past 6 months' work and to outline plans for the balance of the year.—J. Vining Taylor, sec'y.

Grain Carriers

THE ATCHISON, Topeka & Santa Fe Ry. will purchase 1,000 freight cars in addition to the large number ordered a short time ago.

THE CANADIAN NORTHERN Ry. will be completed as a transcontinental railway from Quebec to the Pacific Coast not later than Sept. 1.

EASTERN RAILROADS are planning to eliminate 200 industrial roads from divisions of thru rates, in compliance with the Commission's recent order.

THE PROPOSED increase in malt rates from Milwaukee, Wis., to New Orleans, La., will be heard by Examiner Berry of the Interstate Commerce Commission March 2 at Milwaukee.

AN INVESTIGATION was ordered by the Interstate Commerce Commission Feb. 10 into the relations between railroad companies and private firms and individuals operating railroad-owned elevators.

BRANCH LINE stations must not be given preference over main line stations in the matter of car supply, according to the Interstate Commerce Commission in *James G. Wright et al. v. C. & N. W. Ry.*

DELAYS in delivering cars of grain when the consignee or notify party is not located at the point of destination have caused the carriers to consider a rule that a notify party must be shown on the B/L who is located at destination of the car.

CAR SURPLUS on Feb. 14 was 199,385 cars, compared with 211,960 cars on Feb. 1, and 52,700 cars on Feb. 15, 1913, according to the American Railway Ass'n. The decrease of 11,575 cars during the first half of February was principally in box cars.

THE GRAIN SCREENINGS RATE of 28c from New Ulm, Minn., to Kansas City, Mo., charged the Standard Grain & Milling Co., Kansas City, was recently declared excessive by the Interstate Commerce Commission, which ordered reparation to the basis of 14c.

THE ROSENBAUM Elevator Co., Galveston, Tex., thru its manager, P. A. Crane, conferred with the Texas Railroad Commission at Austin Jan. 30 in connection with an alleged excessive switching charge of \$5 assessed by the Southern Pacific on cars of Argentine corn switched from its wharves to the Rosenbaum elevator.

INTEREST must be paid on overcharge claims, according to a decision of the Interstate Commerce Commission Feb. 14 in favor of the International Agricultural Corporation. The Commission held that when a carrier collects charges to which they are not entitled, it must pay interest for the use of the money as well as refund the amount of the overcharges.

CHICAGO SWITCHING CHARGES need not be absorbed by the Santa Fe, Alton, Eastern Illinois, Illinois Central and Wabash railroads. The Interstate Commerce Commission decided on Feb. 21 that the failures of these lines to absorb switching charges on grain at Chicago, altho absorbing the switching charges on other commodities, is not an unlawful discrimination because the prejudice to one party is not a source of advantage to another.

THE TIME LIMIT for filing claims has been increased by the Interstate Commerce Commission from four months to six months.

SPOTTING CHARGES will be considered at a hearing before the Interstate Commerce Commission at Washington Feb. 27 and 28. The carriers now propose to make a charge for moving cars on private side tracks.

REPARATION was granted the Washburn - Crosby Milling Co., Louisville, Ky., by the Interstate Commerce Commission on account of overcharges collected by the B. & O. S. W. Ry. on grain moving from Illinois and Indiana stations to Louisville.—G. R. N.

ORAL ARGUMENTS in the B/L case will be heard Mar. 4 by the Interstate Commerce Commission. W. M. Hopkins, chairman, B/L Com'te of the National Industrial Traffic League, is now preparing the brief for the League and also for the Grain Dealers National Ass'n.

THE PROPOSED CANCELLATION of transit privileges by the Missouri Pacific Ry. on grain and grain products at Leavenworth and Atchison, Kan., when originating beyond Council Bluffs and Omaha and destined beyond Kansas City, was suspended by the Interstate Commerce Commission to June 6.

NO DEDUCTION for natural shrinkage will be made by the Soo Line in paying claims for loss of grain, according to a notice recently received from its General Freight Agent by the traffic department of the Milwaukee Chamber of Commerce. Neither does the C., M. & St. P. R. R. make such deduction.

BUFFALO HARBOR had 41 vessels containing 11,585,078 bus. of grain in storage on Feb. 16. The vessel contracts this year stipulated that unless the boats were unloaded by Dec. 20, they could not be compelled to unload until Mar. 20. In this way the owners escaped the risk and heavy expense of moving about in the ice-filled harbor.

BOSTON GRAIN MEN protested at a hearing Feb. 20 called by the Boston Chamber of Commerce against the proposed abolition by the carriers of diversion-in-transit privileges or increasing the charges for this privilege. The railroads gave their side of the case at hearings before the Interstate Commerce Commission at Washington Feb. 12, 13 and 14.

ARIZONA WHEAT RATES from Kansas, Nebraska, Oklahoma, Colorado, Iowa and Missouri, advanced by the railroads May 22, 1913, were declared unreasonable by the Interstate Commerce Commission Feb. 9 in that they exceeded the rates applying from these points to California terminals; and it ordered the railroads to re-establish the old rates.

Railroad-owned steamship lines are required under the Panama Canal Act to obtain the permission of the Interstate Commerce Commission to continue their railroad affiliations. The Southern Pacific Co., Pennsylvania Co., Grand Trunk, Erie, Rutland and Spokane, Portland & Seattle Railways have filed petitions with that body to retain their steamship lines.

THE KANSAS CITY BOARD OF TRADE's complaint that it is losing a large amount of its share of the grain business from the South and Southeast, due to discrimination in freight rates in favor of Omaha, St. Louis, and Ohio River points, was the subject of a hearing Feb. 18

at Kansas City before a special examiner of the Interstate Commerce Commission. The Saskatchewan Grain Growers Ass'n at its convention Feb. 11-13 at Moose Jaw.

RUMSEY & Co. recently filed a reparation claim with the Interstate Commerce Commission to collect overcharges on grain shipments moving from Iowa and Illinois points to Michigan destinations.

GRAIN DOORS are provided by the Canadian Pacific Ry. at all stations having agents. At stations where there is no agent, as it is unsafe to keep a supply of grain doors, the railway authorizes the grain shipper to purchase lumber from the local lumber yard and will promptly reimburse him for them upon receipt of bills. T. Acheson, general grain agent for the C. P. R., so informed.

SOUTHERN CALIFORNIA grain dealers gave evidence of the excessive rates on grain from Mexico to Southern California points at the hearing Feb. 14 at Los Angeles before Examiner Gutheim of the Interstate Commerce Commission in the complaint of the Newmark Grain Co., Los Angeles, and the Imperial Grain Warehouse Co., Imperial, against the Southern Pacific and the Inter-California Railways.

THE INTERSTATE COMMERCE COMMISSION is offered relief by Senator Kenyon, who on Feb. 19 introduced a bill in Congress increasing the commission to a membership of sixteen and moving its headquarters from Washington to Chicago. The bill also divides the country into five districts and provides that three commissioners shall supervise the railroads in each district. At the hearing to prepare a bill empowering the Commission to regulate railway stocks and bonds, Commissioner Clements told the House com'te that the directors of a railroad should be held personally liable for illegal practices in the financial operations of their company.

GREAT LAKE CITIES will send delegates to the conference Feb. 25 and 26 at Buffalo called by the Chamber of Commerce to find means for overcoming the railroads' monopoly of Great Lake traffic, to obtain for lake cities the natural advantages given them by the lakes, to determine why water competition in all parts of the country produces low rail rates except on the Great Lakes; to promote commerce on the Lakes; and to determine whether or not the separation of steamship companies and railroads, as required by the Panama Canal act, will create free competition between the two. A permanent organization will be formed to promote navigation and develop commerce on the lakes.

AN ILLINOIS WATERWAY 8 ft. deep from Lockport, by way of the Desplaines and Illinois rivers to the Mississippi River is recommended in a report submitted to Congress Feb. 20 by a special board of engineers. The report recommends that the State of Illinois construct the waterway out of the \$20,000,000 bond issue already authorized and then turn it over to the national government for operation, in return for a quitclaim of all federal rights in the old Illinois and Michigan canal. The board of engineers studied for four years on the project and unanimously condemned William Lorimer's plan for a waterway 24 ft. deep, big enough for ocean vessels, as impossible. Why not use the new Hennepin canal? It is completed but is not patronized.

KANSAS CITY, Mo., to Missouri River points freight rates, recently increased by the St. Louis & San Francisco Railroad, were suspended Feb. 20 by the Interstate Commerce Commission until June 20 for investigation.

THE TARIFFS increasing freight rates in Eastern Trunk Line and Central Freight Ass'n Territories 5%, originally suspended by the Interstate Commerce Commission to Mar. 12, have been resuspended to Sept. 12. As a result of this suspension, present reshipping rates east of Chicago applying on grain originating in Trans-Mississippi River and Northwestern Territories will be continued unchanged at least until Sept. 12. Thru rates on grain from Illinois points via Chicago to Eastern destinations are not affected by the suspension as the Commission authorized these rates to be increased effective Jan. 8.

PUNJAB, India, commences harvest-crops this week. Prospects are generally promising.

WHENEVER I am looking for a position in the grain business, want to know of a Supreme Court decision, or need some new machinery or any elevator equipment, I always turn to the Grain Dealers Journal.—G. O. Noecker, mgr., Huston & Swope Co., Carroll, O.

ARGENTINE crops this season are estimated by the Ministry of Agriculture as follows: Wheat 3,580,000 tons, corn 9,000,000, oats 1,020,000, barley 175,000, rye 85,000 and flaxseed 990,000 tons. The production in the season 1913-14 was, in tons, as follows: wheat 5,150,000, corn 4,995,000, oats 1,682,000, barley 97,000, rye 36,000, and flaxseed 1,130,000. Based on the estimated crops this year, 2,000,000 tons of wheat will be available for export, compared with 2,657,451 tons exported in 1912 and 2,292,806 tons in 1911.

I. C. C. REFUSES TO ESTABLISH Car Distribution Rules.

Discrimination in furnishing cars during periods of shortage can not be overcome by any arbitrary rules; instead the station agents of the carriers must be permitted to exercise sound discretion as to what is right and proper under the circumstances of each case. This is the decision of the Interstate Commerce Commission in the case of Board of Railroad Commissioners of the State of Iowa v. C. R. I. & P. Ry. Co., et al. The Iowa Railroad Commission acted for the Western Grain Dealers Ass'n and the Farmers Grain Dealers Ass'n of Iowa.

The theory of the carriers in distributing grain cars was to keep the business of all shippers moving. Thus, if one elevator was full and another still able to receive grain, the railroad would give the filled elevator somewhat more than its pro-rata share of the available cars in order that it might again be able to receive grain. Both the co-operative elevator men and the independent grain dealers objected to this practice; but neither was able to suggest a better system. The Farmers Grain Dealers Ass'n urged that cars should be distributed on the basis of the business done by each elevator during the previous six months or a year; but it admitted that exceptions would have to be made to this rule. Members of the Western Grain Dealers Ass'n seemed satisfied with the existing rules if impartially administered.

The I. C. C. Commission held that car stringencies are times of exceptionally emergencies and therefore, from their very nature, each instance must be dealt with separately. It decided that:

"The whole situation is one which it does not seem to us can be dealt with by any fixed, arbitrary, and inelastic regulation. We shall therefore make no further finding, except to suggest that the discretion left with the station agent, can not be considered to be an arbitrary one to be exercised without due regard to the requirements of substantial justice in each case,

but is one which is subject in its exercise to all the provisions of the act, which seek to promote equality between shippers and prevent undue preferences and discriminations. It follows that the carriers should exert every effort to see that their present practice in apportioning cars in times of shortage is administered upon an impartial basis by their agents. The cars should be distributed as nearly as practicable in accordance with the grain offered for shipment day by day and ready for loading within the free time under the demurrage rules, regardless of past performance and regardless of whether such grain is in elevators or elsewhere. For the reasons given and for others too obvious to require specific mention of them, no such rules as properly apply to coal can be properly applied to grain. But the end to be attained is the same in each case—that there shall be relative equality in the distribution of such cars as are available, first, as between shipping points, and second, as between individual shippers at each of such points.

We find equal difficulty in connection with the question of establishing a definite rule for the apportionment of cars between stations. It may be that cars are sometimes distributed inequitably at junction points by some of the carriers, but it seems to us that such questions can be better dealt with in the specific instances in which they may arise. The complaint of undue discrimination against local stations as compared with junction points seems also to be too general in its nature to be covered by any definite findings in this proceeding.

An order will be entered dismissing the complaint.

Kansas City Demands Lower Rates to the Southeast.

Kansas City grain men testified Feb. 18-20 before Interstate Commerce Commissioner B. H. Meyer at Kansas City in connection with their demand for lower rates on grain to Memphis and the Southeast.

George H. Davis of the Ernst-Davis Grain Co. said that prior to 1902, when the discriminatory rate went into effect, Kansas City shipped many thousand carloads of grain to Memphis for redistribution in the Southeast; but at present it is sending practically no grain. "The rates to Memphis and the Southeast from Kansas City are unreasonably high as compared with the rates applying from other markets. The rate from this city to Memphis is 13c for corn and 14c for wheat. The rate from Omaha is only 1c higher. The proportional rate from Omaha to Kansas City is 5½c. To be on an equal footing with Omaha, our rate to Memphis should be 8½c on corn and 9½c on wheat."

John I. Glover testified that prior to 1902 he shipped between 3,000 and 3,500 carloads of grain into Memphis and the Southeast; but since the new rate went into effect, this business decreased rapidly and last year he sent only 59 cars. Thomas Brodnax of Brodnax & McLinery also testified in a similar strain.

This hearing is in connection with the complaint filed with the Interstate Commerce Commission by the Kansas City Board of Trade against the St. Louis & San Francisco R. R., demanding lower rates on grain to Memphis and the Southeastern Territory. The importance of the case is testified by the presence of Commissioner Meyer in place of an examiner and also by the attendance of forty attorneys representing railroads and competing markets. H. G. Wilson and John H. Atwood are conducting the fight for the Kansas City Board of Trade.

ARGENTINE CORN, which is selling continually under the price of domestic corn, is actually worth 3½c per bu. more as it is old and contains only 13% moisture against 18½% to 19% moisture in the new domestic corn.



From the Philadelphia North American.
Why Pick on the Little Fellow? Make the Big Shipper Pay for the Service He Receives.

ILLINOIS FARMER-GRAIN Dealers at Ottawa.

The eleventh annual convention of the Illinois Farmers' Grain Dealers Ass'n was held Feb. 17-19 at Ottawa, with headquarters in the Clifton Hotel. The registered attendance was 489.

Features of the sessions were entertainments given by Ottawa talent at the opening of each session and the spirit of harmony that prevailed throughout the meeting.

The forenoon session of the first day was devoted to an address of welcome by the Mayor of Ottawa and response thereto by the Pres., Herman Danforth. A large key marked "Official Key, City of Ottawa," was presented to the convention.

Committees were appointed and the reports of the Secretary and Treasurer were read and adopted.

The afternoon session was devoted to discussions of various subjects.

Sec. Steinhardt answered many questions in regard to the collection of claims. He emphasized the importance of careful cooperating and car selection. He further stated that much carelessness was shown in the filing of claims. Most of the managers present filed their own claims and reported fair success in their efforts.

Sec. Steinhardt expressed his conviction that the railroads would soon cooperate for all country shippers. One of those present stated that a C., B. & Q. shipper had gotten judgment against the road, and that the shipper had received notice to move their elevators off the right of way.

Roy Jones of Monticello read the following paper on "Conditioning of Grain: Does It Pay?":

Conditioning of Grain: Does It Pay?

In discussing this subject, I will ask a few questions to illustrate my answer to the foregoing question. Does it pay to condition your hogs, cattle and horses for the market? Does it pay to prepare our ground for seeding? Does it pay to condition our children for their life work? My answer would be, Yes. Most emphatically, Yes. It pays both the farmer and the grain men to condition the grain. I will illustrate a few cases where it pays the farmer.

At our station I have been insisting on the farmers selling their corn as to condition; i.e., if 3 White corn is worth 60c, 4 White Corn is worth 58c; good No Grade White, 55c, Ordinary No Grade 50 cts. Very poor to be shipped at farmers risk. It is surprising to find how many will endeavor to raise the condition of their corn and it pays as per following figures, taking 3000 bushel as example:

3000 bu. of Ordinary No. Grade Corn	
50c	\$1500
1000 @ 58c.....	\$580
1000 @ 55c.....	550
1000 @ 50c.....	500
Total	\$1630
Net Profit	\$ 130

I have posted the new corn grades that are to take effect July 1, 1914, and I notice that the farmers are well pleased, that they will get the price that their corn is actually worth. They are going to start the conditioning by planting corn that will mature and grade high in the scale. There will be much more White Dent, Iowa Silver Mine, Stone corn, Reids Yellow Dent and that class of corn and less Boone County Special, Boone County White, Johnson County White and Leaming raised in Platt County, than for years past.

I find the farmers very fair and willing to cooperate in the conditioning of corn for market. They do not think it right to sell a man a good sound horse and give him a broken down, balky one, nor do they think it fair for the dealer to buy good marketable corn and let John Brown get 60c for any old kind and Walter Johnson get 60c for choice No 3, I consider it very unjust discrimination.

From the grain dealer's standpoint I have

found that it pays just as highly as it does to the farmer, for illustration, if we have corn that tests 19.6% moisture, other conditions being normal, we can get the corn to 19% moisture in six days time by running it through a cleaner or from a bin over the driveway through the atmosphere by daily runnings. The net gain will be about \$15 per thousand or \$45. on 3000 bus which is good interest for time and money invested.

I have found that mixing grain pays as well as drying and cleaning. While we cannot, according to old rules, get a premium by selling No. 3 and delivering No. 2, we can get a profit by mixing No. 3 corn 18.5 moisture with 19.5 and still have No. 3 corn, which brings a premium of about 2c per bushel. In a mixture of 3000 bushels we gain \$30 and lose nothing.

So far I have spoken only of the conditioning of corn, the same points can be applied equally as well to wheat, oats, rye and barley. Nearly all our wheat can be made a grade better by circulation or running through a cleaner, and standard oats and No. 4 white make a good No. 3. I think the time is here when we shall all cooperate in the conditioning of grain and receive reward accordingly.

During the Wednesday morning session C. H. Pratt of Cropsey read the following paper, "Side Lines for Busy Managers":

Side Lines for Busy Managers.

I believe every manager has enough to keep him busy if he is what he ought to be, and has the success of his company at heart. I fear from the way some of the boys talk that it takes a good deal of their time to keep their directors and stockholders lined up and keep them from scrapping among themselves.

I think this question should read, are side lines profitable for co-operative companies, as none of our companies would care to take them up unless they were helpful and profitable.

The first thing for a company to consider would be whether its capital was large enough to justify putting in side lines. Then it should be careful what the surroundings are and consider what the particular side line has been paying those who have been carrying it before; what kind of competition they have to face.

If the manager doesn't think he would like the line the company expects to take up and couldn't get out and talk and work for it they had better not put it in or better change managers. In my opinion no company can make a success of side lines unless the manager is heartily in favor of them and continually works them. In taking up any side line the manager and directors should be well posted as to what they will have to contend with and what steps would be taken to make them a success. And should determine what would pay best in their locality, because what would be a paying investment in one place might be a loser in another. If a number of lines are to be taken up they should consider the outlay of capital, the extra expense, of management and risk to be run.

In many cases some of the smaller side lines and those that pay a good profit can be carried with but little extra expense. It seems to me that most companies having a small grain business could carry one or more side lines profitably. When the grain business is slack the side lines will help pay the running expense.

We found that when the farmers had to go to other towns for their fencing, posts, lumber and coal they would often take a load of oats or some other grain that we should have had. Now many times we get grain out of our territory because of the side lines we are handling. I think this will prove true any place.

When I left an old line company and went to work for our company, I turned the coal business over to them. After that some of our stockholders continually talked lumber, and I went so far as to order a few bills for them. At a stockholders meeting they decided to put in a stock and appointed a committee to build sheds. Before we could get them built our competitor came over and offered to sell his entire stock.

We have been adding to our stock and taking on a few more side lines till we now handle grain and seeds, coal, tile, cement blocks, brick, cement line, plaster, lumber and in fact nearly everything in building material. We have one lumber shed 56x120 ft. another 18x40 ft. Carpenter shop and millwork house 20x40 ft. Cement and plaster house 12x36 ft. and coal house 14x30 ft. and carry about a 12 to 14 thousand dollar stock.

We have our lumber shed divided in four feet bents and marked for each size and

grade of lumber. Also have the selling price marked on each so anyone can see just what it is.

We can't tell any company what side lines to take up or how best to handle them. What you want is what the trade demands. I believe every town should own a good co-operative store and possibly a bank.

Why should every town in this country be sending hundreds of dollars each week to the mail order houses in the city? Why not have a store of your own? Keep the money at home and get your merchandise at home without paying two prices for it. You were not afraid to go into the grain business in which there is more speculation than any other, why be afraid of side lines?

Wednesday afternoon was occupied by discussions on "How to Bring Producer and Consumer Together." Jesse Simpson of Danvers read the following paper:

Bring Producer and Consumer Together.

This question is a new one as conditions not many years ago were radically different. Less than fifty years ago the farmer took his wheat to the local mill and had it made into flour for his own use. He raised more stock which was sold and much of it slaughtered in his home town. His plow, wagon, harness and other tools were many of them manufactured in his local town. He bought from the manufacturer and sold many of his products direct to the consumer. The producer and consumer were then close together, and this question did not bother them.

In the course of time the manufacturer began to specialize, and wagons, plows and other tools were made by machinery in large factories. Hogs and cattle were no longer slaughtered at home, but shipped to the packers in the larger cities. The farmer also began to specialize, and instead of raising stock and feeding most of his grain on the farm, he was either a grain or live stock farmer.

These changed conditions made another system of marketing necessary, and as the producer could no longer sell and buy direct from the manufacturer, his produce of necessity had to be handled through a third party. This party is called the middleman, and is the man on whom is laid the blame of most of the high cost of living, whether justly or not.

I will speak of this middleman in the grain trade and will say in the outset that I believe that grain is handled from the producer to the consumer more economically than almost any other product. Your co-operative elevator company buys and sells this grain on a margin of not more than two cents per bushel, and in many cases for less.

They can not, however, fill all the gap between the producer and consumer, so they in turn ship it to some terminal market and sell through a commission merchant whose business is to keep in touch with consumers. His charge for this service is one-half cent per bushel, which I think is a very reasonable charge. He pays a draft on this grain as soon as loaded on cars, looks after the grading, selling and weighing. Now, if all these services are honestly performed, he has certainly earned his compensation, and it is not here that we can expect to reduce the cost.

After this grain goes to the manufacturers and comes back to you in the finished product, that is another matter, and your local elevator and commission man can not be blamed if there is too much profit taken in this process. I have no suggestions to make regarding reducing the cost here, but I think there is a chance for the producer himself to get better and steadier prices for his grain if the marketing was distributed through the year as it was wanted by the consumer instead of marketing the bulk of our grain crops two or three months after the grain is harvested.

Whenever more grain is on the market than is wanted by consumers it must be sold to the speculator. Just as soon as this happens the producer loses control of the market and prices are manipulated by these speculators to their own profit. The Terminal Elevator must be paid for storing and handling this grain so that after the expenses are added to the grain the consumers pay more and the producer gets less than they would if the grain was handled direct from the farm to the consumer.

Mr. E. G. Boener of the Bureau of Plant Industry, Washington, D. C., de-

livered an address on "Standardization of Grain," which will be published later.

A feature of the Thursday forenoon session was an address by Chas. Adkins of Bement.

Among the resolutions adopted were the following:

CLEAN B/L ETC.

Resolved, That we favor action by our National Council to secure a clean bill of lading; to reimburse shippers for the actual cost of cooping cars; to secure reciprocal demurrage; to secure such strict control of all terminal elevators, that will open them to the public without discrimination or favor.

GOVERNMENT WAREHOUSES FOR GRAIN.

Whereas the distribution of grain and other farm products is a public necessity affecting the vitals of our physical existence, and

Whereas, the shipment of grain from country points is not properly distributed according to the needs of consumption during the entire year, because two-thirds of the entire grain crop is marketed during the last four months of the year, thereby creating a need for public storage, and

Whereas storage at grain centers under private ownership and control as at present is unsatisfactory, and subject to the evils of speculation and manipulation which, according to different complaints, has proven detrimental to the grain trade from a public service standpoint, and is not conducive to lowering the high cost of living, therefore be it,

RESOLVED, That the Federal Government, through proper legislation by Congress, provide properly equipped elevators at the principle grain centers for public storing and elevating of grain at a minimum cost, under the ownership and control of the Federal Government according to such rules and regulations as may be prescribed by Congress.

And that the Secretary of this Association send a copy of these resolutions each to the President of the Senate, and the Speaker of the House, and the Secretary of Agriculture at Washington, D. C.

FEDERAL INSPECTION.

Whereas conditions surrounding the inspection of grain entering into Interstate Commerce are open to severe criticism because of the local influence that manifests itself, and the charges of a rigid inspection in and an easy inspection out, that in the absence of standardized grades, inspection is permitted at any and all grain centers, thereby subjecting shipment to the judgment of different inspectors while in transit from the shipper and producer to the seller or consumer.

That cars grading No. 1 at one point may grade No. 2 and even 3 before reaching its destination.

This has a demoralizing effect on the grain trade, and confusing to the shipper until the shipper is unable to establish a grade on his shipment with any degree of accuracy, and

Whereas, a uniform grade established for the entire country, and inspected by a board appointed by the Federal Government under the Civil Service Rules would tend to re-establish confidence in the entire grain trade, and form a basis upon which to adjust differences between shipper and seller or buyer, therefore be it

RESOLVED, That a law be enacted by the United States Congress providing for Federal Inspection, Standardization of Grades and weighing of grain entering into Interstate Commerce.

And that a copy of these Resolutions be sent to the President of the Senate, and one to the Speaker of the House of Congress and one to the Secretary of Agriculture respectively at Washington, D. C. by the secretary of this Association.

OPPOSED TO PRIVATE ELEVATOR INTERESTS.

WHEREAS the Co-operative Grain Company, and the private grain business represents two opposing systems based on a difference in principle, and

Whereas co-operative business seeks a community benefit, while private business seeks only private gain, therefore be it Resolved that it is the sense of this convention that we disapprove of any alliance, pool or understanding between farmer elevator managers and their regular grain trade competitors, as to the fixing of margins and prices or division of profits. And be it further

Resolved that loyalty to the principle of co-operation is an essential qualification of a farmer elevator manager, and we believe that our managers should not be interested in any way with a private elevator, in its ownership, management or in

its profits, while in the employment of a co-operative grain company.

Resolved further that we believe that the co-operative grain companies must work out their own problems, and that if the co-operative grain movement is to be of permanent benefit to the grain producers it must be built on its own foundation, and stand aloof from the private grain trade, which the co-operative movement was organized to supplant.

Resolved that we regard any and every suggestion of amalgamation between the co-operatives and the regular grain trade associations as being fraught with the gravest danger, and we hold all those who advocate such a union are knowingly or unknowingly injuring the cause of true co-operation, and are leading the way for the disruption of the farmer elevator movement by an alliance which would lose to the grain growers all that has been gained through years of strenuous efforts of those who have laid the foundation of the movement.

The following officers were elected: Pres., H. W. Danforth, Washington; 1st V. Pres., A. C. Rice, Jacksonville; 2nd V. Pres., J. C. Saylor, Cissna Park; Treas., Harry M. Wood, Delavan; Director 4th District, Hugh Gregg, Oneida; Director 7th District, Herman Valmsing, Harvel.

At a meeting of the Board of Directors, Bloomington was selected as the next meeting place.

Convention Notes.

Indianapolis was represented by Jesse Simpson of Mutual Grain Co.

St. Louis sent E. D. Bargery of Elmore-Schultz Grain Co. and E. C. King.

J. K. Ingham was telling the merits of the Edgar Steel Seal & Mfg. Co. private car seal.

H. A. Brown was exhibiting and explaining the advantages of the Brown-Duvel moisture tester.

W. B. S. Smith of Richardson Scale Co. was holding a reception all the time. Everybody wanted to see his smile.

Grain brokers present were P. M. Faucett, Champaign; E. C. McDonough, Mendota, and W. A. Worth, Pontiac.

C. B. Sinex was in charge of the registration. Everybody wore an identification card presented by the Grain Dealers Fire Ins. Co.

Peoria's representatives were H. H. Dewey, of W. W. Dewey & Sons; Grant M. Mile, of P. B. & C. C. Mile; J. C. Luke, W. T. Cornelison and Geo. Breier.

Insurance men present were C. B. Sinex, I. C. King, Ed. Holloran and Geo. Traut of Grain Dealers National Mutual Fire Insurance Co., and Geo. P. Johnson of Millers National Fire Insurance Co.

One of the pleasing and profitable features was the efficient market service rendered by Armour Grain Co. G. F. Kersten, in charge, had a direct wire from Chicago and continuous markets were furnished.

Machinery men present were W. F. Milkins, General Electric Co.; W. B. Smith, Richardson Scale Co.; C. F. O'Connor, Burrell Engineering and Construction Co., and H. E. Surface, B. S. Constant Mfg. Co.

J. T. Belk, Henry, S. D., Sec. South Dakota Farmers Grain Dealers Ass'n was the most distant visitor. J. W. Shorthill, Hampton, Neb., Sec. Nebraska Farmers Grain Dealers Ass'n, was another caller from a distance.

Somebody wanted to have T. G. Maddox, Chatham, arrested for giving the R. R. agent an automobile ride in order to get some car doors unloaded, the accusation being that the "rebate" rules of the R. R. were thereby being violated.

SOUVENIRS: Warren Corn Co. gave samples of Argentine corn. Lipsey & Co., J. H. Dole & Co., P. H. Schiffin & Co., J. P. Griffin & Co. and B. S. Constant & Co. all distributed good lead pencils bearing their names. Seed Trade Reporting Bureau distributed convenient bill hooks.

Chicago representatives were G. F. Kersten, E. C. McDonough and A. J. Chronister, Armour Grain Co.; F. M. Baker, F. M. Baker & Co.; Geo. Dole and H. R. Sawyer, J. H. Dole & Co.; R. G. Freymark; Ed. Thompson, Lamson Bros. & Co.; W. H. Cunningham and Oscar White; W. H. Morrison, W. H. Perrine & Co.; G. A. Koehl and H. L. Miller, J. C. Kelley, Harry H. Newell and H. Stanberry, Rogers Grain Co.; I. M. Adam, Rosenbaum Bros.; M. C. Hobart, Rumsey & Company; Earl Davis, Wm. Simmons and W. A. Werner, Sawers Grain Co.; R. E. Andrews and E. W. Jacob, Phillip H. Schiffin & Co., and Wm. Hirschy.

The following managers were present: P. C. Allen, Ransom; W. S. Arnsworth, Cisco; L. Baas, Princeton; A. E. Bader, Henkel; C. J. Bader, Penrose; H. A. Bonges, Ottawa; L. N. Bowman, Kings; J. W. Bradway, Virden, and Geo. Bruns-kill, Pontiac.

T. R. Cain, Arnold; M. A. Case, Arman; C. Cochran, Utica; B. F. Craner, Flanagan; D. E. Crumbaker, Charlotte; D. De Forrest, Rio; J. A. Eyer, Mendota; Joe Eymann, Graymont and L. Farlow, Fisher; F. Gibbons, Dwight; J. Goebel, Strawn; F. A. Grotevant, Ocoya; W. T. Hamilton, Winchester; W. H. Hayes, Neponset; R. M. Heaton, Wyandot; L. J. Henry, Greenview; J. A. Hennebery, Blainfield; W. A. Herman, Scarboro; F. W. Hill, Leland, and Robt. Hodam, Ludlow.

O. E. Jacobs, Yorkville; E. T. Johnson, Sibley; Frank Jones, Ridge Farm; T. D. Karnes, Fairbury; G. A. Lindsley, Lovington, and M. G. Lowe, Minonk.

T. H. Maddox, Chatham; A. A. Meyer, Seatonville; H. Meyer, Leonard; Irwin Meyer, Warsaw; M. S. McClintock, Edinburg; J. C. McCrea, Toluca; J. A. and J. E. McCreery, Mason City; F. W. McLaughlin, Ashland; Jas. McMahon, Rooks Creek, and W. E. Munson, Richland.

W. G. Nelson, El Paso; E. B. Nordwahl, Donovan; H. Norris, Ladd; L. O'Neill, Triumph; J. W. Overacker, Danforth; J. E. Parkin, Roberts; W. A. Pagram, Franklin Grove, and C. H. Pratt, Crossley.

F. C. Radecke, Harvel; B. J. Reinmann, Garfield; Ed. Rompf, Somonauk; H. A. Saathoff, Litchfield; S. C. Shaw, Tallula; Thos. Shapland, Spires; Jesse Simpson, Danvers; T. C. Sondgeroth, Peterstown; W. H. Springer, Stanford; H. W. Stout, Ashkum; L. Swartz, Carlock; B. M. Taylor, Natrona; Chas. Taylor, New Berlin, and H. A. Zimmer, Pleasant Plains.

DANUBIAN CORN at 68c, prompt shipment rye terms, was offered Feb. 18 at New York. The samples were similar to Mason County yellow and were very fine. The seller offered 5,000 tons and said that Danubian corn arrived in Liverpool in perfect condition.

COLUMBUS, O.—Fifteen employees of the Gwin Mfg. Co. were poisoned, Feb. 17, by eating generously of what they supposed to be ordinary parched corn. The grain had been laid out to dry by the chemist after it had been boiled in mineral oil for moisture test. A physician was summoned to the mill. A number of the men were unable to report for work the next day.—C. C. J.

OTTAWA, ONT.—Finance Minister White will announce within a month the position of the Borden government on free trade in wheat between the United States and Canada. The recent motion in the Dominion Parliament for free wheat was voted down because otherwise the ministry would have had to disclose an important item in the budget in advance of the presentation of the budget by Minister White.

Grain Trade News

ARKANSAS.

Fort Smith, Ark.—Sherman Durett, former salesman for the Western Grain Co., and Henry J. Dulle, Jr., of the Dulle Mlg. Co., have bot the local business of the Red Star Mlg. & Elvtr. Co. and will operate as the D. & D. Flour & Grain Co.

CALIFORNIA.

Pomona, Cal.—The elvtr. of Park & Lit-chy has been completed. The house cost \$10,000.

San Francisco, Cal.—E. A. Cutter has been admitted to membership in the Chamber of Commerce.

Los Angeles, Cal.—R. S. Crombie, head of Crombie & Co., recently shot himself thru the heart, dying instantly. He was 45 years old. No reason is given for his act.

San Diego, Cal.—If the city council agrees to the request of Irwin & Co. for leases covering 4 pieces of property on city tide lands, the company will build large grain elvtrs. and warehouse.

Sacramento, Cal.—We are building a 75,000-bu. reinforced concrete elvtr. together with a 400 bbl. flour mill and a cereal mill for corn meal and flaked wheat and oats. The entire plant will be of reinforced concrete and will be equipped with a sprinkler system.—Phoenix Mlg. Co.

San Francisco, Cal.—Chas. F. Giles, member of the Grain Exchange and grain buyer for the Sperry Flour Co. since 1892, died Jan. 28. He had been connected with the grain trade for many years, having been buyer for the Centennial Mills Co. prior to his connection with the Sperry company.

CANADA.

Estevan, Sask.—The Estevan Grain Co. has been incorporated.

Calgary, Alta.—The Lake of the Woods Mlg. Co. will probably build an elvtr. and mill in this city.

Prince Rupert, B. C.—Rumors are again current that the Grand Trunk Ry. Co. will build an elvtr. at this point.

Fort William, Ont.—The Grain Growers Grain Co. is reported to be considering the erection of a large mill in this city.

Lethbridge, Alta.—The report that the government would build a terminal elvtr. at this point has been denied by the officials at Ottawa.

Montreal, Que.—W. P. Mackenzie, local mgr. for Shearson & Hammill, has been transferred to the New York office of the company. R. C. Stevens succeeds him.

Moose Jaw, Sask.—W. H. Moore of Winnipeg has been appointed grain inspector at this point by the Grain Com's'ners. The Robin Hood Mills, Ltd., it is reported, will pay his expenses and salary.

Quebec, Que.—The machinery is now being installed in the Harbour Com's'ners Elvtr. in this city and it is expected that the house will be put into operation in April. Three boilers are already installed and 30 electric motors are now being placed.

Montreal, Que.—A. G. Burton was elected pres. of the Corn Exchange Ass'n by acclaim at its recent annual meeting. The 7 members of the com'te of management elected are W. A. Coates, P. B. Earle, F. E. Hall, J. E. Macfarlane, W. H. D. Miller, T. H. Reeves and H. Wheatly. James Carruthers is chairman of the Board of Review, the members being E. S. Jaques, E. Judge, Alexander McFee, W. H. Raphael and N. Wight.

Saskatoon, Sask.—The grain com's'ners have advised the Board of Trade officials that if the expense is not too great provision will be made to enable farmers grain wagons to be unloaded at the interior storage elvtr. now under construction for the government. The original plans do not provide for this.

Kamloops, B. C.—The Grain Growers Grain Co. will build an elvtr. and milling and grading plant at this point. The building will be 160x100 ft. and will be covered with sheet iron. It will be equipped with the latest elevating, cleaning, grinding, mixing and packing machinery and will be operated by electricity. C. W. St. Clair will be mgr. The new house will cost \$40,000.

Montreal, Que.—James S. Norris, for many years connected with the James Carruthers Co., died Feb. 9, at Guelph, Ont., where he has been in a sanitarium for the last 6 months. He retired from active business 2 years ago and gave up his membership in the Corn Exchange at that time. While still a young man, Mr. Norris came from his home in St. Catharines, Ont., to this city and established the firm of Norris & Routh, old time lake shippers. Later he identified himself with the Carruthers interests and was a prominent and popular figure in trade circles for years. He was 64 years old at the time of his death and was vice-pres. of the Norris Grain Co., of Chicago, Montreal, Toronto and Winnipeg. He is survived by 2 sons, James and A. C. Norris of the Norris Grain Co. in Chicago, and a daughter.

Regina, Sask.—The provincial legislature has passed the Agriculture Co-operative Ass'n's Act. The law authorizes the incorporation of ass'ns among farmers for the joint production, purchasing or sale of live stock, farm produce or supplies on the co-operative plan. The ass'ns must follow the principle of one man one vote, no matter how many shares any man may hold, and voting by proxy is not allowed. Clause 18 provides that the directors shall apportion the profits arising from the company on the following basis: By setting aside not less than 10% of the net profits for a reserve fund until an amount has accumulated in such fund equal to at least 30% of the paid-up capital stock. By paying interest on the paid-up capital stock at a rate not exceeding 6% per annum. The remainder of the profits shall be divided among the patrons of the ass'n, whether shareholders or not, in proportion to the volume of business which they have done with the ass'n. To this clause is added a proviso that by-laws may be passed empowering the association to retain the profits so due a non-shareholder and to issue a share to him in payment of his profits.

WINNIPEG LETTER.

The Grain Growers Grain Co. will not open negotiations for the renewal of the lease on the Manitoba Government Elvtrs., which was canceled by the Government some time ago. The company decided that the lease has not proved profitable. It expires Aug. 31, 1914.

Altho both the trial court and the court of appeal have decided in favor of Jas. Richardson & Sons, the plaintiff, Beamish, a farmer at Elva, Man., has taken an appeal to the Supreme Court at Ottawa to escape paying \$1,200 due on purchase of wheat on the Winnipeg Grain Exchange.

The Board of Grain Com's'ners held a meeting in this city, Feb. 11, with J. P. Jones, acting chief com's'ner, presiding. The meeting was held in the Grain Exchange and the following were present: A. K. Godfrey, pres. of the Winnipeg Grain Exchange; George Seris, chief grain

inspector; R. MacKenzie, sec'y of the Manitoba Grain Growers Ass'n; C. N. Bell, sec'y of the Grain Exchange; D. D. Campbell, claims agt. for the Grain Exchange; J. A. Richardson; W. H. McWilliams, pres. of the Canadian Elvtr. Co.; George Fisher, of the Scottish Co-operative Elvtr. Co. of Glasgow, Scotland, and other prominent men. The principal topic of discussion was the dockage on grain shipments from terminal elvtrs. at Ft. William and Port Arthur. The board had received complaints from certain shippers and one or two millers objecting to allowing cars of grain to go forward from these points not cleaned, or carrying dockage. A number of cars that had gone forward were reported smutty, with few exceptions. Considerable discussion took place over the matter of smutty grain and the possibility of cleaning it. Mr. Fisher stated that most of the smutty grain handled by the exporters was sold on sample. The application of the Lake Shippers Clearing Ass'n in regard to shortages of 215 bus. of grain on the Steamer Peavey, 564 on the Newona, 1,100 on the Agawa and 521 bus. on the Corvus was taken up but the com's'ns decided that it would require more definite facts than those presented and ordered further investigation. Shortages at county elvtrs. were also discussed and one case of shortage of flax carried by barges was given especial attention. It was stated that these barges carried flax for eastern shippers out of Kingston at the same time and that it was quite possible that the eastern shippers got the reported western shortage, but the dock com's'ners refuse to admit this. However, it was asked that this matter be taken up with the Montreal harbor commission, which was finally decided upon.

COLORADO.

Berthoud, Colo.—We have recently added a 10,000-bu. concrete grain tank to our plant.—Lovejoy Bros.

Townier, Colo.—R. J. McGrath is my representative at this station. I have moved my headquarters to La Crosse, Kan.—K. S. Jepson.

Denver, Colo.—E. E. Scott has moved his offices to his new warehouse and is now in handsome and commodious quarters.

Paonia, Colo.—C. C. Owens, who formerly owned an elvtr. here, sold out and there is no elvtr. here now. This is strictly a fruit growing district. Mr. Owens is now in Santa Barbara, Cal.—E. P. Bolch.

IDAHO.

American Falls, Ida.—The Inter Mountain Mlg. Co. has built a 10,000-bu. elvtr. at this point and the Farmers Society of Equity has built a small flat house for handling grain.—A. H. C. Ehrlich, mgr. American Falls Mlg. Co., Ltd.

ILLINOIS.

Momence, Ill.—We have succeeded Hess & Garrett.—Hess Bros.

Buckley, Ill.—B. E. Morgan has installed a moisture tester in his elvtr.

Donovan, Ill.—The Donovan Grain Co. contemplates the erection of an elvtr.

Congerville, Ill.—Leslie Reel has installed a moisture tester in his elvtr.

Stillman Valley, Ill.—W. C. Ohlman, prop. of the Ohlman Elvtr., is seriously ill.

Ladd, Ill.—H. W. Norris has succeeded J. A. Eyer as mgr. of the Ladd Elvtr. Co.

Woodland, Ill.—We have installed a 20-h.p. Fairbanks-Morse Oil Engine.—Farmers Elvtr. Co.

Healey sta. (Risk p. o.), Ill.—Henry Ramsey has succeeded D. R. Crumbaker as mgr. of Healey Grain Co.

Wellington, Ill.—We will build a dump corn crib this spring and will wreck our old elvtr.—Boughton Bros.

Harmon, Ill.—I have succeeded Harry Ostrander as mgr. of the Neola Elvtr. Co. at this station.—B. N. Coe.

Culton sta. (Mendota p. o.), Ill.—I have had a nice trade in shelled corn, and oats during the past month.—W. H. Marks.

Troy, Ill.—I buy wheat for the Highland Mfg. Co. and handle flour, feed and farming implements for myself.—R. C. Moniss, agt.

Charlotte, Ill.—D. T. Crumbaker, formerly mgr. of the Healy Grain Co., Healy (Risk p. o.), is now mgr. for the Farmers Grain Co.

Delavan, Ill.—H. B. Price, mgr. of the Farmers Elevtr. Co., stepped on a nail Feb. 8, and has been confined to his home for sometime.

Rochelle, Ill.—H. S. Downey, traveling auditor for the Neola Elevtr. Co., tendered 25 agts. of the company a dinner, at Hotel Hall, Feb. 5.

Elwood, Ill.—Farmers are organizing an elevtr. company to buy or build an elevtr. Frank Dertschman is temporary sec'y of the company.

Urbana, Ill.—Geo. Betzelberger of Delavan has been appointed official scale inspector for the Illinois Grain Dealers Ass'n.—S. W. Strong, sec'y.

Frankfort, Ill.—Frankfort-Spencer Grain Co. incorporated; capital stock \$15,000; Emil O. Weber, Henry L. Lubring and Jno. L. Schroeder, incorporators.

Pekin, Ill.—Suit for \$20,000 personal damages has been brot against the Corn Products Refining Co. by Wm. Von Beckman who was injured in the plant last spring.

Maroa, Ill.—Theo. Hendrix of Clinton and Ed. Hendrix of this city have bot the elevtr. of J. L. Francis and will operate as Hendrix Bros. Ed. Hendrix will be mgr.

Carlock, Ill.—We expect to build a coal house and a shed for building material. We also expect to put in a full line of feed.—L. Schwartz, mgr. Carlock Farmers Elevtr. Co.

Neponset, Ill.—We have put in a new Fairbank's Registering Beam Wagon Scale; a moisture tester and a new office safe.—W. H. Hayes, mgr. Neponset Farmers Elevtr. Co.

Decatur, Ill.—The new plant of the American Hominy Co., built to replace the house burned Nov. 27, is nearing completion and will probably be in operation within 6 weeks.

East St. Louis, Ill.—The Republic Mfg. Co. of St. Louis has bot 10 acres adjoining its present property in this city and will build a 500,000-bu. elevtr. and a 10-car hay warehouse. The new additions will cost \$20,000.

Henkel sta. (Mendota p. o.), Ill.—We have put in a new 10-h.p. Fairbanks Engine; changed our drive and put in a new line shaft with Eclipse Coupling. I. E. Traverse did the work.—A. E. Bader, mgr. Henkel Grain Co.

Henkel sta. (Mendota p. o.), Ill.—The annual election of the Henkel Grain Co. was held Feb. 10 and the following officers were named: John Althaus, pres.; J. A. Walker vice-pres.; J. J. Jones treas. and Carl Egerter sec'y.

Moronts sta. (Hennepin p. o.), Ill.—John E. Bonges, formerly mgr. of the Illinois Granaries Co., at Lostant, has bot the elevtr. of that company at this station and will take possession Mar. 1.—H. C. Vollmer & Co., Lostant, Ill.

Springfield, Ill.—A conference to consider the regulation of country elevtrs. by the Illinois Public Utilities Commission has been called for Mar. 4 at this city in the offices of the Commission. Grain dealers are invited to attend.

De Kalb, Ill.—The De Kalb Cereal Co. of Newark, N. J., incorporated in this station for \$100,000; officers and incorporators, U. N. Thornton, Aurora, pres.; Geo. I. Talbot, De Kalb, sec'y; Fred H. Scrutin, Newark, N. J., D. Hunt and J. W. Taylor of this city, directors. The company will deal in cereals of all sorts and will own, lease and operate elevtrs. and mills.

Grant Park, Ill.—The recently organized Farmers Elevtr. Co. of this city will build a 20,000-bu. elevtr. at this station and one at Whittaker sta. (Grant Park p. o.). The company is capitalized at \$15,000.

East St. Louis, Ill.—The plant of the Purina Feed Mills was slightly damaged by fire recently when the lead works adjoining its property burned. The automatic sprinkler system in the plant however prevented serious damage.

Cerro Gordo, Ill.—We held our annual meeting, Feb. 7. During 1913 we handled 266,549 bus. of corn, 111,009 bus. of oats and 42,862 bus. of wheat. Our profits for the year were \$4,486.—F. S. Betz, mgr. Cerro Gordo Grain & Coal Co.

Stillman Valley, Ill.—The grain business has been fairly good in this territory but the grading rules in Chicago are so keen that there has been very little money made on grain around here.—H. M. Steafbold, agt. Neola Elevtr. Co.

Kewanee, Ill.—Business men of the town are taking an active interest in the securing of an elevtr. site for the rebuilding of the Dole elevtr. operated by W. B. Cavanaugh which burned Jan. 7. A strong effort is being made to secure a site on the C. B. & Q.

Steward, Ill.—I was formerly mgr. for the Crown Lbr. Co. at Brooks, Alta., but am now mgr. again for the Neola Elevtr. Co. at this station. I left the Neola Company in 1910 to go to Canada, being their agt. at Byron, Ill., at that time.—J. R. Reynolds, successor to G. H. Canfield.

Champaign, Ill.—Every good citizen of the great state of Illinois owes it to himself and the state to exercise every influence in his power to thwart the efforts of the ward politicians to gain control of the State University. The minute they do the grafters will get the money and the University will go to weeds.

Madison, Ill.—Mrs. Amelia Erick has been given judgment for \$5,000 damages against the Miller Grain Co. of St. Louis, Mo., by the Federal Court at Springfield for the death of her husband, Andrew Erick, who was injured in the Miller Elevtr. at this city. She sued for \$10,000. Mr. Erick was struck on the head by a board thrown from the elevtr. window and died from his injuries.

Hartsburg, Ill.—The elevtr. of the Farmers Grain, Coal & Lbr. Co., containing 10,000 bus. of grain, burned at 8 a. m., Feb. 13; loss \$10,000; nearly covered by insurance. The fire broke out on the side of the elevtr. next to the engine room and nothing could be done to save the building. The house will be rebuilt at once. It is still known as the Mangas Elevtr. altho the farmers have operated it for a number of years.

Kings Crossing sta. (Brockton p. o.), Ill.—We will build an elevtr. at this station on the Clover Leaf Ry. It will be equipped with 5 dumps, a 50-h.p. boiler and 40-h.p. engine, operating by steam. The house will be covered with galvanized iron and will have a concrete foundation and basement. The engine and boiler house will be of brick. We will have bin room for 10,000 bus. of shelled grain and will build a 40,000-bu. ear corn crib. We will use Union Iron Works machinery thruout.—Brockton Elevtr. Co., W. C. Price, mgr.

Monticello, Ill.—Ernest Lindsley, employed in the elevtr. of the Farmers Elevtr. Co., was seriously hurt Feb. 18 when he was caught in the machinery and thrown on a belt. Some oats had come into the elevtr. and Lindsley had shut off the engine. In stooping over to make some final adjustment the pocket of his wool coat, which was sagging, caught in the machine. The belts were still running and he was thrown on one of them. He made one complete revolution before he was rescued. Lindsley caught the water pipe with his right hand and Earl Parton, who was standing close by, caught him by the back and pulled him off. One of his ribs was broken, the ligaments of his left arm were torn loose and his shoulder was badly bruised. His escape from an instant death is almost a miracle.

Claytonville, Ill.—Fred Ranz, member of the firm of Beebe, Rose & Ranz, who operate the elevtr. at this station, was found dead, at 1:30 p. m., Feb. 2, under the main shaft. The shaft extends from the engine house to the elevtr. and the body was found on the ground with one arm almost torn off, a deep hole in the skull, many broken bones, and the clothing practically torn to pieces. He was alone at the time of the accident but it is thot that his clothing caught on a set screw on the shaft and he was whirled to his death. He was 45 years old and leaves a widow and 5 children.

Panola, Ill.—The elevtr. of the El Paso Elevtr. Co. at this station, containing 6,000 bus. of corn and 4,000 of oats, burned Feb. 6; loss from \$12,000 to \$15,000; insurance, \$11,000 on grain and \$430 on building. An overheated stove in the office is believed to have caused the blaze. The fire had gained such headway before it was discovered that nothing could be done to save the building, which was erected in October, 1912, and was equipped with up-to-date machinery. A new elevtr. will be built at once. In the meantime the company will use the "Middle Elevtr.," which it has leased temporarily.

CHICAGO NOTES.

John J. Donahue will trade for E. Lowitz & Co. in future.

The Board of Trade Club held its regular business meeting, Feb. 14, at a luncheon at the Grand Pacific Hotel.

The office of counsel for the executive com'te of the Board of Trade has been abolished. The salary was \$5,000 per year.

About 200 applications for membership have been received by Sec'y John Darcy of the Board of Trade Clerks Fellowship Club.

Oscar White, who has been traveling for Philip H. Schifflin & Co., is now representing Lipsey & Co. in Illinois, Indiana and Iowa, his old stamping ground, where he is well acquainted.

Friends of John Weinand of Ware & Leland were glad to greet him on the floor Feb. 16, after a 2 months' absence on account of serious illness. Mr. Weinand underwent a surgical operation and is fully recovered.

The Stock Quotation Telegraf Co. incorporated to connect, transmit and distribute general and financial news by Morse telegraf and ticker instruments; capital stock \$50,000; incorporators, Thos. G. Deering, Wm. M. Klein and Sam'l Kraus.

Quotations are being posted on the smoking room blackboard in the complete form, as formerly, members having requested that the abbreviated posting be discontinued. The new method had been tried since Jan. 1, the lower half of the fraction not being written, 4 indicating $\frac{1}{2}$ and 6 indicating $\frac{3}{4}$.

John J. Brady, for 15 years a member of the open Board of Trade, but a member of the Board of Trade for the last two years, died at his home in Lombard, Ill., Feb. 19. He was a member of the com's'n firm of J. J. Brady & Co. and was 43 years old. He started in the grain business as a clerk for Hatley Bros. His open trades have all been cared for.

Joe McGann, who has been known to the members of the Board of Trade for over 25 years, committed suicide, Feb. 12. He registered at the Commercial Hotel as John Murphy and killed himself some time during the night. He was at one time a trader on the board and later bookkeeper but for several years has held no regular position.

The Wabash R. R. Co. has advised that it will cancel the present restriction whereby the "proportional" rates to Chicago on shipments of grain from stations north of Bement, Ill., to Eastern Trunk Line Territory are subject to routing east of Chicago via the Wabash R. R. The date of effectiveness of this change will be announced as soon as it is published.—E. B. Boyd, mgr. Transportation Dept. Board of Trade.

Chicago Callers: A. C. Holzman, Grant Park, Ill.; S. A. Trotter, Coal City, Ill.; E. G. Boerner, Grain Standardization Dept., U. S. Dept. of Agriculture, Washington, D. C.; H. F. Brueggeman, Tinley Park, Ill.; Chas. Rayhorn, Grant Park, Ill.; G. B. Birch, Muscatine, Ia.

Mandamus suits have been filed in the circuit court against the state civil service board by the 12 ousted members of the state grain inspection dept., asking for reinstatement. The plaintiffs lost their positions when the civil service board under Governor Dunne held that they had never taken the examination and were not properly certified as civil service appointees.

The loss of grain in the Minnesota Annex Elvtr. was \$737,000; insurance \$730,000. The loss on building and machinery was total, and probably exceeds the \$125,000 insurance. Bids were taken on the pile of salvage grain, C. E. Metzler, agent, offering \$100,025; but Wagner & Glidden, representing 15 per cent of the insurance, paid the other underwriters represented by the Western Adjustment Co. \$85,000 for their interest and will handle the salvage for the account of the underwriters, thru the Brooks Elvtr. Co. of Minneapolis. Most of the grain is wheat and loading of the salvage already has begun.

Application for membership in the Board of Trade has been made by P. P. McLaughlin, Mose Singer, Thos. A. Harney, Chas. M. Replogle and Wm. Legner. Members recently admitted are Geo. T. Badger, Howard H. Hanks, John B. Swearingen, Minthorn M. Day, Fred Spinney, Harry L. Gale, Emory D. Garver, Wm. H. Armitage and Ed. E. Delp. The following memberships have been posted for transfer: Sam H. Greely, Geo. H. Bryant, Chas. Congdon, Ed. T. Cashing, Robt. E. L. Senderling, John O. Monroe, Wm. L. Bear, Herman Stoltz and Percy Andrease. Memberships have been selling at from \$2,500 to \$2,400 net to buyer.

Wm. E. McHenry, for many years a member of the Board of Trade and its vice-pres. in 1881 and 82, died Feb. 16, at the age of 69. Mr. McHenry joined the exchange in 1875 but began his business career in grain with C. B. Goodyear, one of the largest traders in the '60s. Ten years later he was in the brokerage business for himself, handling, it is said, larger deals than any other man on the floor. Most of the big operators of the time, including Edward Pardridge, John W. Kauffman of St. Louis and "Old Hutch" or B. P. Hutchinson, dealt thru him. Early in 1880 he formed a partnership with Jos. W. Preston operating as the Preston-McHenry Co., the firm being carried down by the big Harper failure of Cincinnati in 1887. Mr. McHenry disposed of his membership in 1902 on account of failing health and has not been actively engaged in the grain business since that time. He was considered one of the brightest men of his day, being a big factor in the pit trade. His body was cremated.

PEORIA LETTER.

A change has been made in the rule regarding reinspection of grain, the directors of the Board of Trade having decided that in future a charge of 40c will be made when the original inspection is verified. If the grade of the grain is changed, no charge will be made. Heretofore there has been no charge for any reinspection.

All rates affecting grain dealers at this market will be investigated and all matters pertaining to rate questions will be taken up in the interest of the grain men, by a rate expert if sufficient funds can be obtained to warrant his employment. The directors of the Board of Trade are circulating a subscription list for the purpose.

Chas. B. Hall, deputy supervisor of weights for the Board of Trade, died Feb. 9, at the age of 55. He has been identified more or less prominently with the grain trade at this market for 30 years. Before taking the office of deputy supervisor he was associated with his brother C. F. Hall in the grain business. D. D. Hall, of Tyng, Hall & Co., is a brother of the deceased.

Jas. D. Canty and J. A. Peters have been admitted to membership in the Board of Trade.—John R. Lofgren, sec'y.

INDIANA.

Lynn, Ind.—We will install a corn crusher and grinder.—Berry Bros.

Parker, Ind.—Chas. Graft has remodeled his elvtr. and will now operate it by electricity.

Decatur, Ind.—An overhead dump is being installed in the elvtr. of the Bowers-Niblick Grain Co.

Deedsville, Ind.—I have taken charge of the elvtr. formerly operated by J. M. Coucher & Co.—W. S. Poe.

Carthage, Ind.—The Hill Grain & Coal Co., incorporated; \$10,000 capital stock; directors, R. H. Hill, V. S. Hill and E. J. Hill.

McCool, Ind.—D. P. Fisher recently bot the elvtr. of L. H. Robbins at sheriff sale and resold it to Carl O. Johnson, who will operate it.

Plymouth, Ind.—The Plymouth Grain Co., M. D. Staninger and C. L. Guyatt, props., has opened an office in this city. It also has an office in Knox.

Fowler, Ind.—Frank Pagett, Lemuel Shipman and Frank Cones have bot Elvtr. "B.," owned by Flint & Gaunt, paying \$22,000 for the property.

Earl Park, Ind.—Sam'l Gaunt, who has been managing the elvtr. of Flint & Gaunt at Fowler, is now in charge of the company's elvtr. at this station, the elvtr. at Fowler having been sold.

Alexandria, Ind.—A. A. Ulrey of North Manchester and I have bot the mill and elvtr. of the Browning Co. at this station and will operate it as Chas. F. Naber & Co.—Chas. F. Naber, Fairmount.

Boston, Ind.—The Kitchel Elvtr. Co. has let contract to H. C. Teeter for the remodeling of its elvtr. A No. 6 Monitor Combined Corn and Grain Cleaner and other machinery will be installed.

Carthage, Ind.—We will succeed the Carthage Grain Co., Mar. 2, but will install new machinery before opening the elvtr. We expect to put it into operation Mar. 20.—R. H. Hill, sec'y Hill Grain & Coal Co.

Clinton, Ind.—We have added a wholesale and retail feed dept. to our elvtr. business. W. E. Wrightsman is prop. We will probably make repairs in our house during the coming season.—Clinton Grain & Feed Co.

Evansville, Ind.—James E. Dameron, a com's'n merchant charged with withholding money from his clients, recently pleaded guilty of using the mails to defraud but the court will investigate the circumstances before passing sentence.

Frankfort, Ind.—I have severed my connection with the Frankfort Grain Co. and have opened an office in the same building and am now in the same line for myself with eastern and southern connections in the grain business.—M. B. Pratt.

Johnsburg, Ind.—I have bot the elvtr. of John Luebbert and have the elvtr. equipped for storing 5,000 bus. of wheat. Also have gasoline engine and can handle from 2 to 3,000 bus. of wheat daily. I also bot the mill at Holland, Ind.—F. W. Wellman.

Vincennes, Ind.—Richard J. Greenhowgh, who has been a prominent grain broker in this city for many years, died recently at the age of 69. Mr. Greenhowgh was a field clerk in Gen. Custer's army and was with him in the fatal campaign against the Sioux Indians.

Frankton, Ind.—The Farmers Grain & Coal Co. took possession of the elvtr. recently purchased of J. P. Shoemaker, Feb. 10. David King will be supt. The company paid \$7,500 for the house. The officers are B. F. Fesler pres., C. E. Barracks vice-pres., A. J. Foland treas. and W. H. Wise sec'y.

Fort Wayne, Ind.—When his clothing was caught on a revolving shaft, Joe Mango, employed in the plant of the Fort Wayne Roller Mills, was dragged into the machinery and seriously injured. His clothing was torn off, his right arm broken and his elbow dislocated.

Indianapolis, Ind.—The Board of Trade inspections for the week ending Feb. 24, also stocks on hand, are as follows: wheat, 134,635 bus.; corn, 499,396 bus., and oats, 83,251 bus., compared with 360,647 bus. of wheat, 383,955 bus. of corn and 170,152 bus. of oats for the week of Feb. 15, 1913.

Johnsonville sta. (Marshfield p. o.), Ind.—We own the elvtr. at that station and the report that the house burned is false. The water tank of the railroad company caught fire and burned and some one wrote up a grand false report of it.—P. J. Wolfram, Wolfram Grain Co., Marshfield.

In a letter to the members of the Indiana Grain Dealers Ass'n, Chas. B. Riley, sec'y, asks all members to make it their special business this year to use the Claims Dept. of the Ass'n for handling all claims; also to secure at least one new member during the year, thus assisting in doubling the membership and increasing the efficiency of the Ass'n.

Goshen, Ind.—According to recent reports the Goshen Mlg. Co. will take an appeal to the Indiana Supreme Court in the \$10,000 damage suit of Amonds Bailey, widow of Chester Bailey, and administratrix of his estate. A jury at Warsaw found for the plaintiff, giving her \$5,000. While painting a cupola at the plant of the milling company Bailey took hold of a live wire.—C. L.

Flat sta. (Montpellier p. o.), Ind.—John Deen, of Liberty Center, has bot the elvtr. of Flat Mill & Elvtr. Co. and is installing new machinery including a No. 6 Monitor Combined Corn and Grain Cleaner, one stand of elvtrs. with 8x7-in. cups, one stand with 7x12-in. cups, automatic scale, 1,000 bus. per hour capacity, Day Dust Collector and Smith Overhead Dump. The mill has practically been changed into an elvtr. and will be put into operation in a few days. H. C. Teeter had the contract.

INDIANAPOLIS LETTER.

The Mollett Grain & Mlg. Co. of Toledo, O., has filed notice that it has withdrawn from this state.

Carl W. Sims, Edgar F. Shaneberger and S. M. Horney have been admitted to membership in the Board of Trade.—Wm. H. Howard, sec'y.

The Cleveland Grain Co. of Ohio, incorporated for \$500,000, has incorporated in Indiana for \$25,000 and has succeeded the Cleveland Grain Co. of Illinois.

Chas. A. Greathouse has resigned as a member of the governing com'te of the Board of Trade. Otto R. Lieber, L. K. Ascher and Sam. O. Dungan have been mentioned as possible successors.

In a bulletin sent to the millers of Indiana, Chas. B. Riley, temporary sec'y, who is striving to reorganize the Indiana Millers Ass'n and put it on its feet drives home some pertinent points to those of the millers who are not supporting the state organization.—C. L.

The new tracing bureau recently established by the Big Four in Indianapolis is working out satisfactorily from the standpoint of the grain shippers, according to reports from that source. The new plan concentrates inquiries concerning either inbound or outbound carload shipments to one office.—C. L.

The recently organized New Process Grain Co. has opened offices in the Board of Trade Bldg. with F. M. Montgomery of the firm of Jordan & Montgomery, which was recently dissolved, in charge. Mr. Montgomery has had 18 years experience in the grain trade. The new company will do a general wholesale grain business, specializing in the best grades. The firm is a member of the Board of Trade.

IOWA.

Jordan, Ia.—The farmers of this community are organizing.

George, Ia.—C. J. Locker has installed a 2,500-bu. Avery Automatic Scale.

River Sioux, Ia.—The Updike Grain Co. is installing a new engine in its elvtr.

Ralston, Ia.—Peter Hansen has been elected sec'y of the Farmers Elvtr. Co.

Hull, Ia.—The elvtr. of the Reliance Elvtr. Co. at this station has been sold.

Linn Grove, Ia.—The Farmers Elvtr. Co. may build a 15,000-bu. addition to its elvtr.

Olaf, Ia.—The Farmers Elvtr. Co. has installed a 1,250-bu. Avery Automatic Scale.

Garner, Ia.—Mr. Barnes has succeeded A. N. Moore as mgr. for the Farmers Elvtr. Co.

Sheldon, Ia.—A district meeting of mgrs. of farmers elvtr. companies was held Feb. 18.

Valeria, Ia.—John Ganon contemplates the erection of another elvtr. at this station.

Crystal Lake, Ia.—We have succeeded Gillstrap & Hanson.—Erickson & Rasmussen.

Berkley, Ia.—The Farmers Grain & L. S. Co. has installed a new 8 h. p. engine in its elvtr.

Tama, Ia.—Henry D. Cory has succeeded W. M. Brownlee as mgr. for the Farmers Elvtr. Co.

Halbur, Ia.—Anton Hugeback is pres. and Emil Grundmeier sec'y of the Farmers Elvtr. Co.

Rembrandt, Ia.—The Farmers Elvtr. Co. has installed a 2,000-bu. Fairbanks Automatic Scale.

Belmond, Ia.—The J. & R. Grain Co. is equipping its line of elvtrs. with Avery Automatic Scales.

Elliott, Ia.—I shall take possession of the elvtr. I recently bot of D. W. Brick, Mar. 1.—C. E. De Witt.

Independence, Ia.—If crops are good this coming season I will install an automatic scale.—C. H. O'Neil.

Grand Junction, Ia.—The Farmers Elvtr. Co. expects to build a new office and to put in a wagon scale.

Fort Dodge, Ia.—A new combination weighing and dump scale is being installed in the Quaker Oats Mill.

Davenport, Ia.—J. M. Nelson, in the grain and com's'n business in this city, is a candidate for alderman.

Kirkman, Ia.—I am now mgr. of the Farmers Grain & Supply Co.—Geo. Thomas, successor to Edgar Larson.

Sac City, Ia.—The Farmers Grain Co. contemplates enlarging its elvtr. and building new cribs and coal sheds.

Pomeroy, Ia.—We have installed two 7½-h.p. electric motors in our elvtrs.—O. C. Wickey, mgr. Farmers Elvtr. Co.

Atkins, Ia.—I have resigned as mgr. of the Atkins Grain Co. and V. E. Carlson will succeed me, Mar. 1.—John Hite.

Independence, Ia.—C. H. O'Neil, former mgr. of the elvtr. of J. E. Miller, has succeeded Mr. Miller in the grain business.

Le Mars, Ia.—Ed. Luken, formerly mgr. for the Farmers Elvtr. Co. at Larrabee, is now mgr. of the Farmers Lbr. & Grain Co.

Stratford, Ia.—O. W. Cline, mgr. of the Farmers Elvtr. Co., is being congratulated upon the arrival of a new mgr. at his home.

Burlington, Ia.—The Trans-Mississippi Grain Co. has installed a sprinkler system and spent about \$50,000 in general improvements.

Aspinwall, Ia.—John Uselding recently succeeded T. N. Case as agt. for the Neola Elvtr. Co., Mr. Case being transferred to Manila.

Mason City, Ia.—E. G. Cool, western representative for P. H. Schiffin & Co., has been confined to his bed for the last 3 weeks. Thirty-two of his fellow travelers recently sent him a floral remembrance.

Perkins, Ia.—The elvtr. of the Dakota Grain Co. has been closed and may be moved to North Dakota.—J. Eppinga, agt. Thorpe Elvtr. Co.

Blanden, Ia.—We have put in an adding machine, a wagon scale and an 8-h.p. gasoline engine.—Chas. Weideman, mgr. Farmers Elvtr. Co.

Leland, Ia.—The insurance on the contents and elvtr. of J. F. Dunbar, burned Feb. 1, amounted to \$2,000 on the building and \$800 on the grain.

Leland, Ia.—I have not decided just what kind of an elvtr. I will build to replace the house burned Feb. 1; shall not do anything till warm weather.—J. F. Dunbar.

Osage, Ia.—The officers of the recently organized Osage Grain & Supply Co. are Geo. Jefferies pres., Garfield Moody vice-pres., R. J. Fish sec'y and K. J. Johnson treas.

Davenport, Ia.—Dr. Karl Vollmer has bot the site of the elvtr. of the defunct Rothschild Elvtr. Co., known as the Severance Elvtr., which burned about a year ago, for \$15,000.

Kellerton, Ia.—Our elvtr. company is not fully organized but will be capitalized at \$2,500. We have not decided whether we will buy the old elvtr. or build a new one.—T. J. Miller, sec'y.

Dewar, Ia.—The new elvtr. being erected for Follett & Emert is about completed. It is equipped with an 18-h.p. engine, a 2,000-bu. Richardson Automatic Scale, and Union Iron Wks. Machinery.

Battle Creek, Ia.—I am now cashier for the Farmers Saving Bank. Did not find just what I wanted for a good grain and lumber business. May go into the business again later.—Wm. Mair.

Des Moines, Ia.—A judgment for \$2,265 was awarded Harry W. Bently in his suit against E. A. Hocum and J. A. Elliott for alleged misrepresentation in the sale of a grain brokerage business.

George, Ia.—The report that R. C. Buren is mgr. of the Farmers Elvtr. Co. is erroneous as he is only mgr. of the lumber and livestock dept., H. C. Bergfield being mgr. of the elvtr. and grain dept.

Iowa dealers should read J. A. Bittner's speech on Iowa Weights and Measures Law. He says specifically that written contracts must be made if each ear corn is handled on any other weight than 70 lbs. per bu.

Latimer, Ia.—We have just finished installing an Avery Automatic Scale of 1,750 bus. capacity, a manlift, and a new loading spout. We have also rearranged the interior of our elvtr.—J. F. Miller, mgr. Farmers Elvtr. Co.

Graettinger, Ia.—The Farmers Co-operative Co., which has been operating a general store, and closed out its business, as reported Jan. 25, is not connected with the Farmers Grain Co. of which Jurgen Anderson is mgr.

Stockport, Ia.—Richard Workman of Burlington has bot a half interest in the elvtrs. of Harlie Yost at this station and at Hillsboro. Mr. Yost retained these houses when the firm of Yost & Morley was dissolved recently.

Wilke, Ia.—Tom Blodget, Wm. Joss and Henry Anderson of this city and John McCauley and R. J. Hand, of Williams, are interested in the organization of a farmers elvtr. company at this point to build or buy an elvtr.—H. F. Wilke.

Sioux City, Ia.—I am now on the road for Lamson Bros. & Co. with headquarters in this city. I am just recovering from an operation for appendicitis which I underwent at the hospital in Spencer, Jan. 21. I expect to get back on the job about Mar. 1.—B. L. Nutting.

Columbus Junction, Ia.—G. W. Weber, supt. of our schools, has bot Mr. Wrigley's interest in our firm and will take possession June 1. Mr. Wrigley has bot a half interest in the Cutter Coal Co., Peoria, Ill., and will move to that city about the same time.—Sprague & Wrigley.

Peterson, Ia.—The Farmers Elvtr. Co. has put in a 7½-h.p. electric motor and it is possible they will build a 35,000-bu. cement elvtr.

Davenport, Ia.—We did not sell our large handling house, known as Elvtr. "A," to C. E. Griffith, but Elvtr. "B," which is a small old house of about 25,000 bus. capacity with a purifying plant in connection. We will increase the capacity of Elvtr. "A."—H. D. McCord, pres. Interior Grain Co., Minneapolis, Minn.

Highland Center, Ia.—The Neola Elvtr. Co. will replace the elvtr. which burned recently with a cribbed house of not less than 20,000-bu. capacity. Construction work will be started as soon as the weather permits. W. E. Davis, formerly employed by the Neola Elvtr. Co. at Savannah, Ill., recently became agt. at Highland Center, succeeding John Uselding, transferred to Aspinwall.

Lamoille, Ia.—R. A. Buck of State Center has bot the entire grain, live stock, lumber coal and general merchandise business of Kimball & Burdick, who have been in business here for the last 25 years. The buildings include an elvtr., coal and lumber sheds, cribs and 2 store buildings. Kimball & Burdick succeeded Kimball & Barnes, who operated here for 20 years, making the business 45 years old.

Waterloo, Ia.—Beginning Feb. 16, I became mgr. of the Waterloo office of E. W. Wagner & Co., H. E. Gale retiring. Just a year ago I resigned as mgr. of the Cedar Rapids office of the company and also quit my traveling representative position with them, taking up on my own account the grain com's'n and track bidding here. My office is in the 1st Natl. Bank Bldg.—C. S. Bennett.

Bouton, Ia.—W. S. Arthurs has been appointed receiver of the Farmers Grain Co. at the request of the stockholders and the Woodward State Bank. The bank asks for a judgment against the company and a number of the directors who endorsed two notes given by the company to the bank. One of the notes is for \$3,000 and the other for \$2,000 and judgment is also asked for the costs of the suit.

Keystone, Ia.—Our yearly report shows our assets at \$28,033.22, with liabilities of the same amount. We handled \$112,850.47 worth of grain during the year and \$52,078.24 worth of other merchandise, the total amounting to \$164,928.71. Our expenses were \$5,664.22. We have a 28x32x48 ft. elvtr., coal shed, lumber shed, cement house and 2 feed houses.—R. W. Bernstorff, sec'y-treas. Keystone Merc. Co.

Farnhamville, Ia.—Work on our elvtr. will be started April 1 by the Newell Constr. Co., to whom we have let contract. We will have a 30,000-bu. cribbed house, covered with heavy iron and equipped with manlift, 15-h.p. electric motor, car puller, and a 2,000-bu. per hour automatic scale. Our officers are P. C. Carlson pres., H. W. Beacham vice-pres. and Grant Hayes sec'y.—D. W. Ault, mgr. Farmers Elvtr. Co.

KANSAS.

Jetmore, Kan.—I will install an automatic scale in my elvtr.—A. H. Ling.

Ft. Scott, Kan.—The Mead Grain Co. is installing a Richardson Automatic Scale.

Cuba, Kan.—A Richardson Automatic Scale has been installed by Klauman & Co.

Oxford, Kan.—The Oxford Mill & Elvtr. Co. is making many improvements in its plant.

Vinland, Kan.—A farmers elvtr. company is being organized to build an elvtr. at this point.

Belpre, Kan.—We expect to install a Hall System and rebuild our coal sheds.—Farmers Grain Co.

La Crosse, Kan.—I have moved my headquarters from Towner, Colo., to this city.—K. S. Jepson.

Shady Bend, Kan.—O. V. Stewart has bot the mill and elvtr. of the Shady Bend Mill & Elvtr. Co.

Arlington, Kan.—The Kansas Flour Mills Co. is building a large warehouse. Art Eliot will be mgr.

Cedar Point, Kan.—The Cedar Point Grain & Elevtr. Co. is building an up-to-date 25,000-bu. elevtr.

Patterson, Kan.—W. W. Cotton has purchased the elevtr. of Fred Miles and will take possession Mar. 1.

Coldwater, Kan.—The Coldwater Grain, L. S. & Merc. Ass'n has installed a Richardson Automatic Scale.

Clyde, Kan.—My name is not Chris Mather as reported but Chas. Mather.—Mgr. Clyde Mill & Elevtr. Co.

McPherson, Kan.—An underground conveyor tunnel has been built by Colburn Bros. from the elevtr. to the mill.

St. John, Kan.—The state grain inspection dept. has established a station at this point and appointed G. R. Cooper inspector.

Rozel, Kan.—The Kansas Flour Mills Co. has closed its plant and will not open until June. I am mgr. of the Union Grain Co.—O. C. Glenn.

Minneapolis, Kan.—Wm. Haley has bot the old elevtr. of the Minneapolis Mfg. & Elevtr. Co.—H. C. Rice, mgr. C. E. Robinson Grain Co.

Wheaton, Kan.—We are operating the elevtr. recently leased from J. S. Force, under the name of the Wheaton Elevtr. Co.—Philip Cosandier, Onaga.

Tresham sta. (Winfield p. o.), Kan.—The scale beam, grain testers and other equipment in the elevtr. of the Alexander Mfg. Co. were stolen recently.

Hamilton, Kan.—We are handling grain, coal, seed and feed at this station in a small way. There is no elevtr. here.—J. S. Widder, Hamilton Grain Co.

Belpre, Kan.—We have bot the elevtr. of the Macksville Grain & Lbr. Co., of which Harry Bunting was mgr.—Tom Brown, mgr. Rock Mill & Elevtr. Co.

Kiowa, Kan.—F. E. Sommers, mgr. for M. J. Lane of Gerlane, will become mgr. for J. H. Nichols, Mar. 1.—H. H. Shields, agt. Millers Grain Co., Gerlane.

Wellington, Kan.—J. B. Lillie of the sales dept. of the Wellington Mfg. & Elevtr. Co. has severed his connections with the company and gone to St. Louis.

Hutchinson, Kan.—Ralph Russell, state grain inspector at this point, has found it impossible to handle all of the grain arriving alone and an ass't inspector will be appointed.

Penalosa, Kan.—We will rebuild our elevtr., increasing its capacity to 15,000 bus. We will also double our capital stock, making it \$10,000.—A. J. Plush, mgr. Farmers Grain & Merc. Co.

Larned, Kan.—Managers of farmers elevtrs. in Pawnee and the surrounding counties, held a meeting here, Feb. 11, and perfected a permanent organization of farmers co-operative elevtr. mgrs.

Elyria, Kan.—The Farmers Elevtr. Ass'n has been organized with a capital stock of \$5,000. Officers are J. C. Muse pres., J. F. Morris vice-pres., V. A. Stucky sec'y and W. C. Salthouse treas. The company will build or buy an elevtr.

Glasco, Kan.—The Farmers Elevtr. Co. has increased its capital stock from \$8,000 to \$16,000 and will rebuild the elevtr., increasing the capacity to 30,000 bus. Officers of the company are P. E. Butler, pres.; S. J. Pitner, sec'y and L. F. Davidson treas.

Wellsford, Kan.—We will build an 18x24 ft. addition to our elevtr. and will make the house 10 ft. higher and dig the pit 10 ft. deeper. We will then have a capacity of about 20,000 bus. The work will be started Mar. 1.—Geo. R. Lee, mgr. Wellsford Grain Co.

McPherson, Kan.—I have traded all of my mill and elevtr. property to L. D. Kneeland of Little River. He will take possession Mar. 15 and will operate under the old name of the McPherson Mill & Elevtr.—John Kliwer, prop. McPherson Mill & Elevtr. Co.

Moran, Kan.—There is no truth in the report that we have sold to D. F. McCarty of Bronson. We will paint our elevtr. in the spring.—Moran Grain Co.

Lawrence, Kan.—Having completed a new elevtr. at this point, the Bowersock Mills & Power Co. has started work on another elevtr. at North Lawrence to facilitate the handling of wheat over the Union Pac.

Burdett, Kan.—A car of wheat and one of kafir corn were recently destroyed by fire, together with the depot. The cars were loaded at the elevtr. of the Rock Mfg. & Elevtr. Co. and are alleged to have contained less grain than that billed out. R. A. Norris has been taken into custody.

St. John, Kan.—We are preparing to cover our house with metal siding and will have it complete before long. We borrowed our working capital to begin business 18 months ago but have it all paid up now. We are enlarging our coal bins.—Geo. R. Cooper, mgr. Farmers Grain & Coal Co.

Paradise, Kan.—We are tearing down the old elevtr. of the Hoffman Elevtr. Co. and will build a 12,000-bu. elevtr., equipped with up-to-date machinery, including a gasoline engine. The house will be constructed of cement walls and pit, the sides and roof being covered with iron.—Hoopes & Hancock.

Plainville, Kan.—The recent explosion in our engine room was not fatal to any one. One man was burnt about the face, arms and hands so that he was off duty for a week. He was standing about 6 or 8 ft. in front of the boilers which are water tube and are using fuel oil for fuel. His theory is there was some water in the oil which when pumped to the burners went into the hot fire chambers causing sudden steam which blew the front doors open and the flame out on him. There was no material property damaged.—Plainville Mill & Elevtr. Co.

WICHITA LETTER.

Frank Miller has been added to the working force of the W. T. Hacker Grain Co. He was formerly with the Independent Grain Co.

In unloading a car of wheat consigned to the Kansas Mfg. Co. by Chas. Doffemyre & Co. of Maize, employees of the milling company found a watch. Investigation showed that it belonged to an employee of the shippers, who had lost it while loading the grain.

According to the latest reports suffragettes are about to invade the grain trade. The most recent arrival is little Miss Bruce, daughter of F. D. Bruce, mgr. of the Wichita office of the E. E. Roahan Grain Co. She arrived Feb. 5 and congratulations are in order.

The Kansas Flour Mills Co. has now bot suit against the Kansas Mfg. Co. for \$1,000 damages, the expense incurred in the recent suit of the latter company against it, which was dismissed by the courts. The Kansas Mfg. Co. asked an injunction against the flour mills company, restraining it from using a name so similar to its own. The plaintiffs in the present suit hold that the expenses were incurred thru no fault of theirs but thru the action of the milling company.

KENTUCKY.

Louisville, Ky.—A bill providing for uniform warehouse receipts and providing penalties for breach of duties, has been reported without comment by the com'te of the house of representatives.

La Grange, Ky.—We are putting up a feed warehouse and will carry on a receiving and shipping business in car lots, handling grain, feed and hay.—C. H. Everitt, La Grange Feed & Grain Co.

Louisville, Ky.—Chas. T. Ballard, who was stricken with the Nile fever while traveling in Egypt last year, is reported to be recovering his health. He is at present in the Johns Hopkins Hospital at Baltimore.

LOUISIANA.

New Orleans, La.—Henry Leverich, member of the Board of Trade, will manage the grain dept. of Alfred H. Clement & Co. Mr. Leverich is well known to the grain trade and at one time represented Hall, Baker & Co. at this market.

New Orleans, La.—The following increases in rates on the storage of grain, grain products and hay in railroad warehouses became effective Feb. 15: 1c per 100 lbs. for the first 10 days, 1½c for second 10 days, 1¾c for third 10 days and 2c for each succeeding 10 days, Sundays and holidays not excluded. The rates were formerly 1c per 100 lbs. for first 10 days, and ¾c for each succeeding 10 days, with holidays and Sundays excluded. This increase was bitterly fought by the grain and hay receivers at this port but the Interstate Commerce Com'n decided against them.

MARYLAND.

Mt. Airy, Md.—Our company was organized Jan. 2 with a capital stock of \$18,000, held by 85 farmers. Our officers are C. C. Gorsuch pres., A. W. Hall vice-pres. and myself sec'y-treas. We took over the plant of the Mt. Airy Mfg. & Grain Co. and will remodel it, putting in a 75-h.p. gas plant and new corn and cob grinder.—W. W. Baker, sec'y-treas. Farmers Mfg. & Grain Co.

BALTIMORE LETTER.

N. Waldo Harrison Co. incorporated to do a com's'n business in grain, flour and feed.

John McHenry, G. Harry Barnes and Wm. E. Jones have been admitted to membership in the Chamber of Commerce.

Jos. O. Linton, for many years a member of the Chamber of Commerce, died Jan. 31. He was connected with W. A. Simpson & Co. of this city.

Walter F. Macneal, of J. M. Frisch & Co., is again at his desk. He has been ill for some time with appendicitis but pulled thru without an operation.

John B. Phillips, a charter member of the Corn & Flour Exchange, which later became the Chamber of Commerce, died Feb. 12 at the age of 88. He was a member of the coastwise grain shipping firm of Sam'l Phillips & Co., but retired several years ago. He was a pioneer in the grain business in this section and was well known to "old timers." He has been in failing health for some time.

The recently elected directors of the Chamber of Commerce held their first meeting Feb. 9 and reappointed Chief Grain Inspector Sam. D. Thomas, Chief Weigher James H. Warren and all the employees of their depts. W. H. Hayward has succeeded Pres. Blackford as a member of the weighing com'te. The following standing com'tes have been named by the president: Arbitration, John W. Snyder, Robert Ramsay, Charles England, George S. Jackson and John H. Gildea Jr.; traffic, Charles England, John M. Dennis and George S. Jackson; foreign trade, Eugene Blackford chairman exofficio, George S. Jackson, A. F. Sidebotham, John L. Alcock, F. A. Meyer; weighing, Lewis J. Lederer, E. F. Richards and W. H. Hayward; terminal, Charles P. Blackburn, J. C. Vincent, Charles England, Lewis J. Lederer.

MICHIGAN.

Battle Creek, Mich.—The Kellogg Food Co. has installed an ear corn distributor in its elevtr.

Stockbridge, Mich.—Iva Loose has succeeded Thos. P. Locke at the elevtr. of the Stockbridge Elevtr. Co.

Richmond, Mich.—J. A. Heath, mgr. of the Richmond Elevtr. Co., was recently operated upon for a tumor. He is reported to be recovering rapidly.

Oxford, Mich.—The new mill of D. E. Cummings is now in operation. The mill does all kinds of grinding for farmers and puts out the "New Era" flour.—Ensley-Bellaire Co.

Caro, Mich.—The Business Men's Ass'n has interested the farmers in the organization of an elvtr. company to build an elvtr. here, the ass'n guaranteeing \$5,000 as a start for the new company.

Millington, Mich.—A. R. Breese of Mt. Gilead is now mgr. of the elvtr. of the Saginaw Mlg. Co., operated as the Millington Grain Co. For the last 7 years he has been connected with the Sandusky Elvtr. Co. of Sandusky.

Willmot, Mich.—Thos. Wilson of Marlette has secured a site and will build a 30x80 ft. elvtr. as soon as the material can be secured. The house will be operated under the name of Wilson & Hibbler and will be finished in time for the next crop.

Melvin, Mich.—Wm. Wark recently fell and broke one of his wrists while loading hay at our hay warehouse when the 12-ft. gang plank running from the house to the car worked back to one end and fell. He is getting along very nicely.—Kerr Grain & Hay Co.

Perry, Mich.—The Grand Trunk Ry. Co. has been made defendant in a suit for damages brot by John Hough, who alleges that when the village was swept by fire, July 6, 1913, his property was destroyed by the flames that spread from the elvtr. of Hiram Stark, which was set on fire by a spark from an engine of the company.

Quincy, Mich.—We have completed a concrete grain elvtr. of 80,000 bus. capacity and now have it ready for the installation of the machinery. The elvtr. is of block type with an air space around all the tanks 4 ins. in from the face of the blocks, which works as a chimney. We believe this is the first elvtr. in the U. S. to be built with this feature.—McKenzie Cereal Food & Mlg. Co.

Detroit, Mich.—We have bot the stock of the Detroit Railroad Elvtr. Co., which involves the 1,000,000-bu. elvtr. known as the Detroit-Milwaukee Elvtr. and owned by the Grand Trunk. The elvtr. is of wood and cost \$250,000. We will overhaul it and put it into up-to-date shape. Chas. W. Baum of Chicago will be mgr. We will install a drier and other needed machinery.—D. M. Cash, Caughey-Swift Co.

Mt. Morris, Mich.—Abner Horton, of Lewis, Horton & Co., dropped dead in Flint, Feb. 6, while waiting for an inter-urban car to bring him home. He was in apparently good health and was laughing and chatting with his wife and friends, when he suddenly fell forward, dying instantly. He was associated in the elvtr. business with Jefferson Lewis at this station for many years and when Mr. Lewis died 5 years ago, continued the business himself.

MINNESOTA.

Truman, Minn.—The elvtr. of the Farmers Elvtr. Co. burned recently; loss \$7,000.

Pillager, Minn.—It is reported that there is a good opening for an elvtr. at this station.

Walnut Grove, Minn.—Mr. Larson has succeeded M. A. Adams as mgr. of the Farmers Elvtr. Co.

Hancock, Minn.—John A. Johnson has succeeded Johnson & Smokstadt, being sole prop. of the company.

Atwater, Minn.—The elvtr. of the Interstate Elvtr. Co. was sold to a farmer who wrecked it.—Victor T. Peterson.

Jasper, Minn.—E. A. Brown has bot the elvtr. of J. O. Alexander and uses his old house for storage.—R. J. Heaton.

Nodine sta. (Dakota p. o.), Minn.—A concrete elvtr. will probably be built at this station or at Dakota during the early spring.

Donnelly, Minn.—We are closing the elvtr. of the Donnelly Grain Co. on account of my father's poor health.—Wm. S. Dannels, mgr.

Foxhome, Minn.—A farmers elvtr. company is being organized at this station.

Osseo, Minn.—The Osseo Elvtr. & Warehouse Co. now owns and operates the elvtr. formerly owned by the H. B. Spence Elvtr. Co.

Grove City, Minn.—The Farmers Grain & Trading Co. expects to put in a lumber yard in addition to its grain business.—G. W. Carlson, sec'y.

Winona, Minn.—We have sold the following elvtrs. in South Dakota: Kampeska, Faulkton and Ferney; and have torn down the house at Manchester.—Western Elvtr. Co.

Winona, Minn.—A large auto truck of the Western Elvtr. Co. collided with a street car Feb. 12 and the front of the truck was badly wrecked. No one was hurt.

Caledonia, Minn.—The Caledonia Stock & Grain Co. held a meeting Feb. 23 to consider the advisability of dissolving the company, disposing of its property and discontinuing business.

North Redwood, Minn.—The Farmers Elvtr. Co. has been organized at this station to buy the elvtr. of the Western Elvtr. Co. The new company will wreck the building and put up a new house which is to be ready by May 15.

Minneota, Minn.—Electric motors have been installed in the elvtrs. of the Farmers & Merchants Supply Co., G. W. Van Dusen & Co. and H. N. Dahl. The Eagle Roller Mills Co. has ordered one also which will be installed soon.—T. F. Dahl, of H. N. Dahl, successor to Dahl & Dean.

Paynesville, Minn.—I bot the elvtr. of the Farmers Elvtr. Co. and traded it to the Cargill Elvtr. Co. for its house on the G. N. F. E. Gillette and J. J. Lang are my partners. I am mgr. Mike Bauer is agt. of the Cargill company operating the house on the Soo Ry.—Leonard Garding.

Breckenridge, Minn.—We will either build or buy an elvtr. in the spring. For the last two seasons we have leased the elvtr. of the Andrews Grain Co., but as we did a very successful business this year we have decided to have a house of our own. Up to Jan. 15 we were \$3,000 to the good, over and above all expenses, which is a good record for the handling of 120,000 bus. of grain. The Kelly Elvtr. that we operated in 1912 is now owned by the Andrews Grain Co. In fact they own both elvtrs. here. We leased the one on the N. P. from them last fall and are now negotiating a deal with them to buy the Kelly Elvtr. If we do get it we will move it to a better location on the Gt. Nor. It is now on that road, but the location is poor.—W. E. Heathcote, mgr. Farmers Equity & Trading Co.

St. Paul, Minn.—The state railroad com's'n recently held a hearing on the Cashman Joint Rate Law, the companion act of the Cashman Distance Tariff Law. The act authorizes the com's'n to fix joint rates for freight carried over more than one line of railroad. Most of the intra-state business involves 2 or more lines and the hearing is considered of great importance to all shippers. E. C. Lindley, counsel for the Gt. Nor., opened the hearing with an argument against the making of a general rule of joint rates, such as fixing a definite percentage of the sum of the locals. He urged that the com's'n should make orders only to fit each particular route, on specific application and complaint. He objected strenuously to the workings of the clause requiring the haul to be made by the shortest route, saying that it would work serious injury in some cases to roads and to shippers. For instance, the Brooten-Duluth line of the Soo crosses the Gt. Nor. at Albany. Mr. Lindley said that under the law shipments from points on that line to Minneapolis would have to be turned over by the Soo to the Gt. Nor. at Albany, instead of carrying them entirely by the Soo line by way of Brooten. The Wilmar-St. Cloud line of the Gt. Nor. crosses the Soo at Paynesville, and the Great Northern would have to turn shipments from points on that line over the Soo at Paynesville. This would result in grain from Gt. Nor. points consigned to elvtrs. on its trackage in Minneapolis having to go by the Soo and pay a switching charge at the terminal. The hearing has been continued.

Ivanhoe, Minn.—The elvtr. of the Farmers Co-operative Elvtr. Co. was sold recently to Minneapolis parties and has been closed since May 1. We will make a number of improvements in our elvtr. this spring, among them an automatic scale and a concrete approach to the elvtr.—F. H. Lipinski, mgr. Farmers Independent Elvtr. Co.

Franklin, Minn.—The new plant of the Citizens Mill Co. has been completed. The entire plant rests on 5 ft. concrete abutments. The basement is of concrete with walls 16 ins. thick, the mill building is 25x52 ft. on the ground and is 42 ft. high, with 12-in. walls at the top. The elvtr. is of brick and steel with 8-in. steel reinforced walls. It is 12 ft. higher than the mill and contains 5 bins with a capacity of 10,000 bus. As the building is fireproof, no insurance will be carried on the grain stored. The equipment includes a complete line of Wolf milling machinery, a Fairbanks 22-ft. Drop Scale of 6 tons capacity, manlift, 55-h.p. oil engine, 3 dust collectors, cleaners, etc. The 16x24 ft. engine house is of brick and is separated from the plant by the driveway. Electricity is used for lighting.

MINNEAPOLIS LETTER.

A. T. Masters, who has been with the International Grain Co., is again with C. Wyman & Co.

The Exchange Grain Co. is out of business. We have bot all the property of the company.—Pacific Elvtr. Co.

The Chamber of Commerce membership of W. L. Mason has been transferred to L. N. Ritten and that of W. D. Gregory to H. W. Miller. Requests for transfer have been posted. From L. C. Remund to D. M. Countryman and from Beers Clark estate to H. O. Hunt.

H. E. Diemer, R. G. Cargill and Dr. F. W. Pepper, all well known in the grain trade, have incorporated the Standard Baking Co. with a capital stock of \$45,000. The company will manufacture ice cream cones and is filling orders from Boston to Texas. The officers are Mr. Diemer pres., Mr. Cargill vice-pres. and Dr. Pepper sec'y-treas.

Edward Gunderson, member of the Chamber of Commerce, died Feb. 12, of pneumonia, after a 3 days' illness. Mr. Gunderson was 50 years old and has been active in the grain trade for the last 15 years. He had offices in the exchange building. He was a brother of G. B. Gunderson, pres. of the Minnesota Grain Co.; M. T. Gunderson of Kenyon, Minn., and Carl Gunderson of Milwaukee, Wis., all prominent in the grain trade.

Elvtrs. No. 1 and No. 2 of F. H. Peavey & Co., containing \$800,000 worth of wheat, were threatened with destruction, Feb. 17, when fire was discovered in Elvtr. No. 2. The house is equipped with a sprinkler system which was working when the firemen arrived and served as a check to the flames. The smoke was so dense that it was some time before the blaze could be located but it was quickly extinguished when found, the damage amounting to only \$500. The fire is attributed to defective wiring and is believed to have smoldered for hours.

The Chamber of Commerce has carried its suit against the taxation of its memberships to the United States Supreme Court, after the state supreme court had held the memberships taxable since each certificate was considered personal property. The exchange in its appeal claims that it is the object of official discrimination because its memberships are taxed while memberships in churches, social clubs, lodges and voluntary business organizations are not taxed. The litigation is expected to tie up the case for about 3 years. The tax assessed against the chamber was under the money and credits classification and the tax of 1912, the basis for the fight, amounted to about \$5,000. A bond of \$7,500 has been deposited to insure the county of the tax in case the chamber loses the suit. A second fight to restrain the county from collecting the 1913 taxes classed as plain personal property is pending in the United States district court.

The federal court on Feb. 11 declined to issue a restraining order against the enforcement of the Cashman distance tariff rates on the Duluth & Nor. Minnesota R. R., accepting the valuation of the state on the carrier's property. The court held that the Ry. Co. did not prove its contention that its property is worth \$1,800,000; but accepted the state valuation of \$916,000. Taking this valuation into consideration and the fact that the company paid \$677.44 to the government as a 1% tax on its net revenues, the return on the investment seemed, the decision declared, to be adequate.

W. H. Dunwoody, for more than a quarter of a century a member of the Chamber of Commerce, died Feb. 8, at the age of 72. Mr. Dunwoody was a man of wide and varied interests, being at the time of his death a director of the St. Anthony & Dakota Elvtr. Co., the St. Anthony Elvtr. Co., and the Barnum Grain Co., vice-pres. of the Washburn-Crosby Co., director of the Gt. Nor. Ry. Co. and of the Northwestern Nat'l Bank and the Minnesota Land & Trust Co. He began his business career in 1859, when he went to work in the grain and feed store of his uncle, Ezl. Dunwoody of Philadelphia. Ten years later he came to this city and in 1871 he became a member of the firm of Tiffany, Dunwoody & Co., operating the Artic Mill. He was also a member of H. Darrow & Co., operating the "Union" Mill, and in 1879 he was a member of the Washburn-Crosby Co., which rebuilt the Washburn Mills, burned in 1878. He became vice-pres. of the company in 1889 and held the position until his death. For the last 6 months he had been seriously ill and two weeks ago hope of his recovery was abandoned. He died of a recurrent fever that baffled the skill of the doctors. His estate is estimated at \$7,000,000. His will gives \$4,601,000 to philanthropic purposes, \$3,226,000 being in gifts and endowments for the benefits of Minneapolis, where he has lived for 40 years. Mrs. Dunwoody, who survives him, received \$1,500,000, and the remainder is divided among relatives and associates.

MISSOURI.

Butler, Mo.—Hubbard & Seelinger are now in the grain business at this point.

Mount Vernon, Mo.—The Holland-O'Neal Mlg. Co. has installed new wheat cleaners.

Brunswick, Mo.—Several changes have been made in the office of the Owen Grain & Mlg. Co.

Joplin, Mo.—The Brand-Dunwoody Mlg. Co. will spend \$150,000 in building a concrete fireproof plant.

Fulton, Mo.—James Murphy, who has been employed by S. R. Yantis for 30 years, died Feb. 8 at the age of 82.

California, Mo.—A new elvtr. will be erected by Kuhlman & Meyer in time for the 1914 crop if prospects continue good.

Carthage, Mo.—The McDaniels Mlg. Co. has installed electric motors in its plant and will operate by electricity instead of steam.

Monroe City, Mo.—The elvtr. of the McFarland Bros., containing 10,000 bus. of wheat and a quantity of corn and oats, burned Jan. 20. The mill of the company was also destroyed; loss partially covered by insurance.

Marthasville, Mo.—The Marthasville Mlg. Co. incorporated; capital stock \$12,000; incorporators, F. C. Scovell, O. F. Berg and W. Ahmann. The new company has bot the mill and elvtr. of P. W. Gillette, who operated them as the Marthasville Mill & Elvtr. Co.

KANSAS CITY LETTER.

The directors of the Board of Trade have reappointed E. D. Fisher treas., A. R. Ware chief grain inspector and J. G. Goodwin chief weighmaster of the exchange.

Complaint has been filed with the Public Utilities Com'n by the Murphy Grain Co. asking that the Mo. Pac. and Frisco Ry. Co.'s be compelled to establish a subway crossing at 50th St.

Harry W. Hodapp, recently arrested in New York after a two years' chase, has pleaded guilty of the charge of embezzlement of \$1,300 from the Goffe & Carkener Grain Co., Feb. 17, 1910, while cashier for them. He was sentenced Feb. 9 to 2 years in the penitentiary.

Pres. Ernst of the Board of Trade has appointed the following com'te to look out for the entertainment of the delegates to the Grain Dealers National Ass'n Convention to be held here Oct. 12 to 14: D. F. Piazek, F. C. Hoose, Geo. S. Carkener, B. L. Hargis and C. W. Lonsdale.

Miss Marion Bombeck, the 16-year-old daughter of J. D. Bombeck, with the Henry Lichtig Grain Co., mysteriously disappeared last month and all efforts to locate her have failed. The girl left the house to mail a letter shortly after dinner and no trace of her has been found since that time.

The government laboratory in this city will be one of the stations to be closed by the government as a result of the law abolishing the Board of Food & Drug Inspection which reduces the number of laboratories from 23 to 15. F. W. Liepsner, who has been in charge, will be transferred to one of the other stations.

The Shannon Grain Co. has let contract to G. H. Birchard for 5 elvtrs. to be located at Rea, Guilford, Ravenwood, Parnell City and Sheridan, Mo. The elvtrs. will have a capacity of 30,000 bus. each and will be iron clad with concrete basements and hoppers. They will be of cribbed construction, with lightning protection and windows protected from sparks with heavy galvanized screen wire. The equipment will include Fairbanks Scale, Engine, etc.

We are indebted to Sec'y E. D. Bigelow for a copy of the annual report of the Board of Trade for 1913. It contains a list of the officers, directors and com'tes and also gives names of all members. Statistics of the amount of grain in store Jan. 1, 1913, receipts and shipments during the year and stocks in store and on track Jan. 1, 1914, are given, also tables giving the shipments of grain in bus. from this market for the last 13 years and the receipts for the last 14. The daily range of prices and a statement showing the annual production of wheat, corn and oats in Kansas for the last 9 years together with comparative tables of the grain crops of the U. S. and of the world, make interesting reading. The report also contains a list of the elvtrs. in this city and the operators.

ST. LOUIS LETTER.

A meeting of the creditors of the Rose-dale Coal & Feed Co. was held Feb. 13 in the com'te room of the Chamber of Commerce.

Kurt J. Bartsch and E. A. Twidale have been admitted to membership in the Merchants' Exchange. The memberships of J. M. Sewell and W. O. Sholes have been transferred.—Eugene Smith, sec'y.

The new plant of the Valier & Spies Mlg. Co. has been completed and is now in operation. The plant is up-to-date in every respect. It is of steel frame with concrete floors and brick interior and of fireproof construction. The cleaning machinery, milling and tempering bins are separated from the mill by brick and reinforced concrete dividing walls. The elvtrs., spouting, etc., are all of non-combustible metal and every effort has been made to render the plant fireproof. The grain storage elvtrs. are large and are separate from the mill building proper altho adjoining it.

MONTANA.

Conrad, Mont.—The Johnson Grain Co. will build a mill in connection with its elvtr.

Three Forks, Mont.—Farmers are organizing an elvtr. company. Virtus Lund is pres.

Bonds Spur sta. (Dillon p. o.), Mont.—A new elvtr. will be built at this point which is 6 miles north of Dillon and probably one at Dell, 40 miles south. L. Buege has the contract.—Beaverhead Elvtr. Co., Dillon.

Cascade, Mont.—August Schwachheim, of Elizabeth, Minn., is now sec'y of the Cascade Mlg. & Elvtr. Co.

Hedgesville, Mont.—The Hobson Mill & Elvtr. Co. of Hobson sta. (Philbrook p. o.) will organize a branch company at this station and build an elvtr.

Helena, Mont.—The Atlantic Elvtr. Co. of Minneapolis, Minn., has been granted authority to begin operations in this state by Sec'y of State Alderson.

Ranous sta. (no p. o.), Mont.—We wrecked our elvtr. at Wimbledon, N. D., and moved it to this station.—F. C. Riebe, sec'y Atlantic Elvtr. Co., Minneapolis.

Laurel, Mont.—M. W. Cramer, Martin J. Thusen, J. B. Grouse and others are organizing an elvtr. company to operate a mill, elvtr., flour and feed business. The capital stock will be \$35,000.

Lewistown, Mont.—Fifteen new elvtrs. have been completed along the line of the C. M. & St. P. between this city and Highwood and 9 more will probably be finished this month, making 24 houses between the 2 points. The elvtrs. are of 25,000 bus. capacity each. Ten of them belong to the Gallatin Valley Elvtr. Co. and the Montana Elvtr. Co. and the Western Grain & Lbr. Co. own the rest of them. Napper & Persson had the contracts for the houses.

NEBRASKA.

Auburn, Neb.—Ernest Cestmann, mgr. of the Farmers Grain Co., has resigned.

Hoskins, Neb.—A. T. Waddell has resigned as mgr. of the Anchor Grain Co.

Cortland, Neb.—The Farmers Elvtr. Co. will build a new elvtr., spending \$10,000.

Wabash, Neb.—The Farmers Elvtr. Co. has let contract for a 17,000-bu. elvtr. to G. H. Birchard.

Omaha, Neb.—F. E. Crandall of Mankato, Minn., has applied for membership in the Grain Exchange.

Norfolk, Neb.—The Farmers Grain & Live Stock Co. is contemplating the erection of a large distributing elvtr.

Sargent, Neb.—We will make slight repairs on the elvtr. this spring.—J. E. Werber, agt. Sargent Grain & L. S. Co.

Gandy, Neb.—The Farmers Elvtr. & Shipping Co. incorporated; capital stock, \$25,000; incorporators, J. E. Paine and others.

Omaha, Neb.—J. W. Blabon was elected pres. and J. F. Coykendall sec'y of the Independent Grain Co. at the recent annual meeting.

Hershey, Neb.—Leypoldt & Wickstrom operate the elvtr. at this station. W. R. Brooks is a track dealer here.—C. F. Idings Co.

Laurel, Neb.—The elvtr. of the McCaull-Webster Elvtr. Co. recently bot by Messrs. Vater and Wilson, will be operated as the Laurel Mlg. Co.

Milligan, Neb.—John Ondrak has succeeded Fred Rozanek as agt for the Nebraska-Iowa Grain Co.—W. D. Russel, agt. Lincoln Grain Co.

Bristow, Neb.—I am now mgr. for the Trans-Mississippi Grain Co. J. F. Larson has succeeded me as mgr. of the Farmers L. S. Co.—P. S. Person.

Winslow, Neb.—Fred L. Newton, agt. for the Nebraska-Iowa Grain Co., has been transferred to McCool Junction. He will be succeeded by Louis Edelman.

Cambridge, Neb.—I have succeeded J. H. Carroll as mgr. of the Farmers Grain & L. S. Ass'n, Mr. Carroll having been appointed postmaster.—H. C. Weeks.

Marquette, Neb.—The Marquette Elvtr. Co. has elected the following officers: Henry Smith, pres.; E. S. Johnson, vice-pres.; E. A. Guilford, sec., and Frank W. Carr, treas.

Lawrence, Neb.—We have not yet decided whether to build or buy an elvtr. but I rather think we will build. Our officers are Chris. Ostdiek, vice-pres.; John Brookman, sec'y; Clem Witte, treas., and myself pres.—H. J. Pohlmeier, pres. Farmers Elvtr. Co.

Marquette, Neb.—H. C. Peterson will succeed W. E. Chaney as mgr. of the W. H. Ferguson Elvtr., operated as the Aurora Mfg. Co., Mar. 1. Mr. Chaney having resigned.

Ogallala, Neb.—I have added coal to my grain business and am still struggling to make a living on the small margin of profit that the average grain dealer gets.—A. H. Aufdengarten.

Johnson, Neb.—The following officers were elected at the recent annual meeting of the Johnson Grain Co.: F. Kiechel, pres.; Wm. Lienker, vice-pres.; G. S. Christy, sec'y, and A. F. Hahn, treas.

Beaver City, Neb.—A. B. Kentfield has succeeded me as mgr. of the Farmers Business Ass'n. I resigned Jan. 1 and will build a seed warehouse in the spring. The elvtr. of C. M. Linn is closed.—S. J. Franklin.

Humphrey, Neb.—I have succeeded Thos. Werns as mgr. of the Farmers Grain & Stock Co. and Conrad Fuchs has been elected to succeed R. P. Drake as sec'y. Mr. Drake is now attorney for the company.—J. T. English.

Edgar, Neb.—Our selling out to the Farmers Union has been all talk and nothing definite has been decided. Do not think we can agree on terms and do not know as yet what the union will do.—A. D. Skinner, mgr. Farmers Commercial Ass'n.

Snyder, Neb.—The Farmers Union has a capital stock of \$40,000 and will take over the mill and elvtr. recently bot of Conrad Schneider, Mar. 1. The officers of the company are Art. Schulz, pres.; Chas. C. Hasse, vice-pres., and Anton Goebel, sec'y-treas.

Omaha, Neb.—C. A. Houlton, for the past 3 years with the Cavers Elvtr. Co., is now representing us on the road in Nebraska and Iowa. Mr. Houlton has had a number of years of grain experience and is popular with the country trade.—C. W. Adams, mgr. Flanley Grain Co.

Spring Ranch, Neb.—I resigned as mgr. of the Van Wickle Grain & Lbr. Co. and was relieved from duty Feb. 20. I am quitting the grain and stock business for the farm, having leased 200 acres at Almira, Kan. I hope to contribute a good quantity of wheat to the elvtrs. next year.—A. R. Hicks.

Overton, Neb.—The report in the Feb. 10 number of the Journal, stating that the elvtr. of the Trans-Mississippi Grain Co. had been closed and that I had gone back to the Omaha Elvtr. Co., is wrong. I am still with the Trans-Mississippi Grain Co., which has bot out the Omaha Elvtr. Co., here, and I am, consequently managing both elvtrs.—Peter Sharp.

Nebraska City, Neb.—The recently organized Farmers Elvtr. Co. has let contract for a 15,000-bu. elvtr. to G. H. Birchard. The house is to be iron clad with concrete basement and hoppers. It will have lightning protection and the windows will be protected from sparks with heavy galvanized screen wire. The equipment will include a Fairbanks Engine and Scales, Barnard & Leas Cleaner and Bowsher Grinder. The elvtr. at Wabash will be a duplicate of this house except that the capacity will be 17,000 bus. Mr. Birchard also has the contract for it.

NEW ENGLAND.

Franklin, Mass.—W. K. Gilmore & Son of Wrentham, have bot the grain and coal business of James E. Ray.

West Brookfield, Mass.—The Cutler Grain Co. has bot out the Worcester Hay & Grain Co. and is now in possession.

Lee, Mass.—Lathrop Sheldon, bookkeeper of the Dresser-Hull Coal & Grain Co., is alleged to be short in his accounts. He is said to have disappeared.

Taunton, Mass.—Elijah J. Richards, for many years in the hay and grain business, died Feb. 14 at the age of 76. He retired from active business last fall.

Groton, Mass.—Groton Grain & Coal Co. incorporated; capital stock \$10,000; incorporators E. E. Rogers, C. X. Palmer and M. P. Ahern, all of New London.

Hartland, Vt.—I will build an elvtr. in the spring and will equip it with Sprout Waldron machinery and will operate by electricity. I handle grain in carlots.—L. E. Merrill.

Boston, Mass.—Pratt, Staples, Bell & Young, incorporated to deal in grain, coal and hay; capital stock, \$501,200; incorporators, Russell K. Pratt, John W. Bell, Henry O. Staples and John W. Young.

Boston, Mass.—The directors of the port will receive proposals up to Mar. 1 for the purchase of a schooner or other vessel suitable for conversion into a floating elvtr., the dimensions to be 152 ft. long, 35 ft. beam and 17 ft. deep.

NEW YORK.

Flushing, N. Y.—The warehouse of the Flushing Grain & Hay Co., containing 10 car loads of hay, grain and feed, burned, Feb. 16; loss \$8,000.

Manhattan, N. Y.—National Grain Co., incorporated; capital stock, \$5,000; incorporators Morris Gross, Sam'l Gross, Sam'l Rosenbury and E. B. Rosenfield.

New York, N. Y.—W. P. Mackenzie, formerly mgr. of the Montreal office of Shearson & Hammill, has been transferred to the company's office in this city.

Geneva, N. Y.—Creditors of the Geneva Malting Co., allege that the company has committed acts of bankruptcy and that the liabilities exceed \$1,000. They have petitioned the court to declare the firm bankrupt. The company recently made application for a receiver.

Yonkers, N. Y.—Three employees of Jos. J. Weffler are alleged to have conspired to sell a part of a carload of 1,000 bus. of oats consigned to a firm at Mt. Vernon, N. Y., to other parties at reduced prices. The same three are charged with the stealing of 57 bags of oats valued at \$80.95.

New York, N. Y.—Since Feb. 4 I have operated the transfer sheds, etc., formerly used by the American Hay Co., most of whose employees are still connected with the new management. As good service as formerly rendered will be given and improved upon where possible.—Wm. C. Bloomingdale, operating as Wm. Bloomingdale, Inc.

Jamestown, N. Y.—W. W. Campbell, pres. of the Electric Mills Co., recently sold his interests in that company and in the Purdy Bros. & Smiley Co. to his associates. The two companies have been consolidated with Purdy Bros. and will be operated as the Jamestown Electric Mills, the firms of the Purdy Bros. & Smiley Co. and Purdy Bros. being dissolved. Officers are Wm. G. Purdy, pres.; Roy G. Purdy, vice-pres., and Chas. M. Purdy, sec'y-treas. The directors include Frank A. and Chas. S. Purdy, Wm. V. Stearns and J. D. Curtiss.

BUFFALO LETTER.

All of the claims against the Husted Mlg. Co., resulting from the explosion June 24, have been settled.

The Churchill Grain & Seed Co. will build a 45x70 ft. elvtr. and warehouse. Bley & Lyman are the architects.

John H. Bullymore, for many years prominent in the malting trade, died recently. He formerly owned and operated the malting plant now operated by A. M. Curtiss.

Otto E. Auerbach has resigned his position with the Hecker Cereal Co. and will go into the brokerage business on his own account. Mr. Auerbach was also connected with the Husted Mlg. Co. for sometime.

The Consolidated Mlg. Co., incorporated to deal in grain, etc.; capital stock, \$250,000; incorporators, M. M. Albert and L. J. Nowak, all of them well known to the grain and feed trade, having been connected with A. Nowak & Son for many years. The new company has taken over the plant of the Husted Mlg. Co. and will immediately rebuild the elvtr. destroyed by an explosion on June 24, 1913. It will be several months before the wrecked elvtr. will be in shape to handle grain again but work on it will be rushed.

The Eastern Mlg. Co., incorporated to do a general business in milling, storing, elevating and warehousing of grain and grain products; capital stock, \$100,000; incorporators, N. Grammer, John J. Rammacher, and F. J. Maurer. The company is not ready to begin operations, and later will make an announcement. It will do a mixed car business.

Grain men are prominent in the com'ites of the Chamber of Commerce, recently named by Pres. Meldrum, among them being Geo. E. Pierce, chairman of the transportation com'ite; E. M. Husted on the com'ite of civic improvements and Thos. J. Stoffer on the new industries com'ite. Geo. Urban is named on the national and state affairs com'ite and Frank F. Henry on the provision and live stock com'ite.

McConnell Grain Co., incorporated; capital stock, \$10,000; incorporators, E. D. Handwerk, E. Coffey and E. E. McConnell, who was formerly western traveling representative for the Eastern Grain Co. of this city and also pres. of the McConnell Grain Co. of Lima, O. The new company has opened offices in the Chamber of Commerce Bldg. and will do a strictly brokerage and grain com'n's business. Mr. McConnell will be in charge.

Following the sale of the property of the Husted Mlg. Co. to the Consolidated Mlg. Co., E. M. Husted, pres. of the old company, and Riley E. Pratt, vice-pres., have formed a partnership and will enter the grain business, building a 1,500,000-bu. concrete elvtr. on the river. The elvtr. will be equipped to handle 100 cars per day of all-rail grain as well as ex-lake grain. The firm of Pratt & Co. will continue the grain business, operating thru the new elvtr. instead of thru the Nickel Plate Elvtr. as in the past. Preliminary work on the new house has been started.

NORTH DAKOTA.

Baldwin, N. D.—The Farmers Union contemplates the erection of an elvtr.

Lehr, N. D.—The elvtr. of the Farmers Elvtr. Co. has been closed.—J. H. Jenner.

Marion, N. D.—The Farmers Elvtr. Co. will build a large feed mill this spring.—I. E. Officer.

Fredonia, N. D.—The Gackle Grain Co. will make improvements in its elvtr.—J. H. Jenner, Lehr.

Colfax, N. D.—T. W. Duncan has succeeded J. Anderson as mgr. for the Farmers Elvtr. Co.

Edmore, N. D.—The elvtr. of the Burgess Elvtr. Co. burned recently. It will probably be rebuilt at once.

Hazleton, N. D.—The farmers of this vicinity are interested in the organization of an elvtr. company.

Kellys, N. D.—The elvtr. of the Monarch Elvtr. Co. is reported closed for the season.—A. M. Carlson, agt. Thorpe Elvtr. Co.

Sentinel Butte, N. D.—The Farmers Elvtr. & Trading Co. incorporated; capital stock \$50,000; R. C. Boyle and others, incorporators.

Enderlin, N. D.—The Farmers Elvtr. Co. recently elected Fred. Oehle as pres. and Ward Galbreath, vice-pres. E. Gullickson is still sec'y.

Bloom sta. (Jamestown p. o.), N. D.—The Farmers Elvtr. Co., incorporated; capital stock, \$25,000; incorporators J. W. Crawford and others.

Bismarck, N. D.—The Farmers Co-operative Union of America will incorporate here and will build a large elvtr. and mill. The capital stock of the company will be \$10,000.

Hoving, N. D.—The Thorpe Elvtr. Co. is not operating its elvtr. here this season. We leased the house Aug. 1 and I am mgr.—J. A. Stockstad, Farmers Equity Elvtr. Co.

Wimbledon, N. D.—We will remodel the elvtr. that we recently moved to the new tracks of the Midland R. R. and will open it in the fall. The Midland put a new line into this city in November, 1913, and as we had 2 elvtrs. on the Soo, we moved one so to get better shipping facilities over both lines.—R. Clendening & Co.

Beulah, N. D.—R. G. Stuhr, formerly mgr. of the Farmers Elvtr. Co. at Stanton, is now mgr. of the Farmers Elvtr. Co. at this station.—S. H. Stewart, agt. Farmers Elvtr. Co., Hazen.

Fryburg, N. D.—The new elvtr. of the Fryburg Grain & Trading Co. has been completed, but is not in operation yet. Will be opened in the spring.—G. H. Flint, agt. Occident Elvtr. Co.

Granville, N. D.—G. H. Canfield, formerly mgr. for the Neola Elvtr. Co. at Steward, Ill., is now mgr. for the Imperial Elvtr. Co. at this station.—J. R. Reynolds, agt. Neola Elvtr. Co., Steward, Ill.

Stanton, N. D.—Wm. Schoenbarn, ass't mgr. in the Farmers Elvtr. at Hazen, is now mgr. for the Farmers Elvtr. Co., at this station, succeeding R. G. Stuhr.—S. H. Stewart, agt. Farmers Elvtr. Co., Hazen.

Niagara, N. D.—Ray Howland was recently caught in some way on the counter-shaft below the office deck in our elvtr. I was in the office above the deck and hearing a noise went below and found him revolving rapidly with the shaft. I immediately released the clutch, stopping the shaft, but it took me 20 min. to cut him off, his clothes were tightly wound around the shaft. He was unconscious when I got him out but soon regained consciousness. He suffered only a few bruises in spite of his harrowing experience.—S. Nason, mgr. Niagara Elvtr. Co.

OHIO.

Hamler, O.—J. H. Miller is mgr. of the Hamler Grain & Stock Co.

Canton, O.—The Canton Feed & Mlg. Co. has increased its capital stock from \$175,000 to \$225,000.—C. C. J.

Kenton, O.—David Tough, for over 50 years a grain dealer in Hardin county, died Feb. 7 at the age of 84.

New Hope sta. (Campbellstown p. o.), O.—We have succeeded G. W. Richards & Co.—Richards Bros. & Co.

Carroll, O.—We have installed a new sheller and gas engine.—G. O. Noecker, mgr. Huston & Swope Co.

Custar, O.—I have sold my elvtr. to J. W. Housman of Ashland, but he has not taken possession yet.—C. R. Hopkins.

Columbus, O.—Cruikshank & Robinson have discontinued the grain business, and are giving their attention to hay.—C. C. J.

West Park, O.—The West Park Lbr. & Grain Co. incorporated; capital stock \$30,000; D. W. Teachout and others, incorporators.—C. C. J.

Washington Court House, O.—A loaded coal car was derailed Jan. 22 and crashed into the elvtr. of the Fayette Grain Co., but caused no damage to the elvtr.

The executive board of the Ohio Grain Dealers Ass'n has decided to hold the next annual convention at Cedar Point. Altho the exact date will not be announced until April, it is expected to be fixed for the last week in June.—C. C. J.

Groveport, O.—A. F. Herr has sold his elvtr. to North Bros. of Pleasantville, the transfer taking place Feb. 24. It is a very prosperous concern, and Mr. Herr has been connected with it, first as partner and later as sole owner, for a number of years.—C. C. J.

Cleveland, O.—The Gates Elvtr. Co. has sold its property on the Pearl road to the county com's'ners for \$107,500. The buildings are to be wrecked by July 1 and the site used for a new bridge. The elvtr. company will rebuild its plant but has not selected a site as yet.

Ohio will spend in the neighborhood of \$7,000,000 for good roads during the coming year. This will exceed all of the money spent on roads since the passage of the state aid law 8 years ago. This will enable many farmers to market their grain whenever in the mood to sell.

Genoa, O.—Geo. W. McRitchie was elected pres. and E. A. Powers, sec'y-treas. and gen. mgr. of the Powers Elvtr. Co. at its recent annual meeting.

Massillon, O.—Our office was broken into Feb. 5 and our safe cracked. While we are like many other millers and had little money for them to get, it ruined the safe.—E. M. Stults, gen. mgr.-treas., Buckeye Cereal Co.

Portsmouth, O.—Last week the officers and directors of the National Hay Ass'n in session at Winchester, Ind., wired their greetings and good wishes to H. S. Grimes, expressing the hope for his early return to good health. He is not improving as rapidly as had been expected by his physician.

CINCINNATI LETTER.

The recently organized Granger & Starry Grain & Hay Co. has opened an office in the Union Cent. Bldg. Edgar Starry of the firm has applied for membership in the Chamber of Commerce.—S.

Redmond S. Fitzgerald, sec'y and treas. of the Fitzgerald Brothers Co., was recently married to Miss Martha Johnson. When he appeared on 'Change he was given a warm reception, William C. Culkins, executive sec'y of the Chamber of Commerce, presented him with a beautiful piece of silverware.—S.

Traffic Mgr. Guy M. Freer of the Chamber of Commerce has gone to Kansas City to attend a meeting on the subject of reducing grain rates from that city to points in the southeastern territory. Cincinnati, St. Louis and a number of other cities are opposed to the reduction, claiming that it means discrimination in favor of Kansas City.—S.

The annual election of the Grain & Hay Exchange of the Chamber of Commerce, was held Feb. 10 and the following directors elected: W. R. McQuillan, F. E. Fleming, C. S. Custer, John De Molet, C. S. Maguire, H. E. Richter and Paul Van Leunen. At a meeting of the directors, the following officers were appointed: W. R. McQuillan, pres.; H. E. Richter, vice-pres.; Paul Van Leunen, sec'y-treas.—S.

Cincinnati grain and hay shippers are preparing to make a strenuous protest against the proposed new ruling of the Interstate Commerce Com'n allowing the railroads to make a charge for all cars spotted on private switches and for moving cars from private switches that are to be reloaded at some central freight station. The Chamber of Commerce has taken up the matter with Traffic Mgr. Freer and he will go to Washington to confer with the Interstate Commerce Com'n of this subject.—S.

A charge of embezzlement has again been brot against Henry J. Good, who conducts a hay and grain brokerage business. A. K. Manford, of Franklin, accuses Good of pocketing \$96.50, the proceeds of a consignment. Good is not a member of the Chamber of Commerce and has been involved in several cases of this kind of late. His application for membership in the exchange was recently denied and shippers will do well to remember that members of an exchange are, in the long run, the safest firms to deal with. Good has been operating as the Armor Grain Co.

The grain and hay trade of the Chamber of Commerce are very much interested in the Trade Expansion trip to be given by the boosters of the Chamber of Commerce on May 6, 7 and 8, thru Western Ohio, and Eastern Indiana. They will take in Dayton, Piqua, Sidney, Hamilton, Lima, Troy, Wapakoneta, St. Mary, Celina, Portland, Winchester, Richmond, Newcastle, Rushville, Bateville, Greensburg, Lawrenceburg and Connersville. It is the object of the grain trade to get in closer touch with the shippers of these various points, so as to increase the business between Cincinnati at the foregoing points.—S.

TOLEDO LETTER.

L. J. Ulrich has been admitted to membership in the Produce Exchange.

The Mollett Grain & Mlg. Co. has filed notice that it has withdrawn from Indiana.

Claude M. Whitney has applied for membership in the Produce Exchange. He is the representative of E. W. Wagner & Co. at this market.

Wendell Miller, employed in the corn mill of W. H. Haskell & Co., died recently from the effects of injuries received while at work in the plant.

John B. Weber, for 20 years engineer at the old Wabash Elvtr., died Feb. 2, at the age of 78. He retired 5 years ago when the elvtr. was torn down.

Mark N. Mennel, of the Harter Mlg. Co., has been nominated for pres. of the Millers National Federation. He is a lone candidate and his election is sure.

The Northwestern Elvtr. & Mill Co. will move into larger quarters in the Produce Exchange, Mar. 1. The new offices are now being remodeled and put into shape.

The office of the Crumbaugh-Kuehn Co. was recently entered by burglars who broke open a number of desks but carried away only 100 stamped envelopes for their trouble.

The Toledo Grain & Mlg. Co. suffered considerable loss Feb. 9 when an automatic sprinkler in the basement gave way. The leak was discovered in time to prevent serious loss.

OKLAHOMA.

Marshall, Okla.—The elvtr. of C. J. Minett has been closed.

Stecker, Okla.—I am with the Pond Creek Mill & Elvtr. Co.—Chas. F. Goss.

Loveland, Okla.—I will build an elvtr. at this station.—G. G. Black, Hollister.

Hollister, Okla.—I will install a Richardson Automatic Scale in my elvtr.—G. G. Black.

Oklahoma City, Okla.—C. Y. Semple will remodel and thoroly overhaul his feed mill, installing new Wolf machinery.

Inola, Okla.—Pittman & Harrison Co. of Claremore have leased the elvtrs. of Capt. W. L. Harris at this point, who has temporarily abandoned the grain business.

Fay, Okla.—The elvtr. of the R. F. Cummings Grain Co., containing 1,700 bus. of grain, burned at 4:30 a. m., Feb. 1; loss, \$3,000; partially covered by insurance.

Yukon, Okla.—The Yukon Mill & Grain Co. will tear down the old feed mill part of its plant and replace it with a concrete structure, installing the latest machinery.

Gage, Okla.—The Farmers Grain & Supply Co. has bot the elvtr. of Green & Wright and now operates the 2 largest elvtrs. in the town. C. T. James is mgr.

Carnegie, Okla.—E. G. Black, mgr. of the Chickasha Mlg. Co., and John Evans, formerly of Evans & Cadenhead, have formed a partnership and will operate a feed and grain business.

Capron, Okla.—The following officers were elected at the recent annual meeting of the Farmer Grain & Coal Co.: O. F. Throckmorton, pres.; C. J. Funk, vice-pres.; Chas. Curran, sec'y, and L. H. Robinson, treas.

OREGON.

Baker, Ore.—The Co-operative Farmers Union will build a hay and grain warehouse. Syover Crabill is sec'y of the company.

Albany, Ore.—Two suits brot by farmers who had grain stored in the warehouse of the Albany Farmers Co., when the firm went into bankruptcy in 1908, have been settled out of court after several years of litigation.

Metolius, Ore.—The new 40,000-bu. elvtr. now under construction, will be completed by August and will be the first elvtr. to handle grain in bulk in central Oregon. A 200-bbl. mill will also be built and put into operation next winter.—N. A. Burdick.

PENNSYLVANIA. PHILADELPHIA LETTER.

H. B. Kratz & Co. have been admitted to membership in the Commercial Exchange.

The Phila. & Reading Ry. Co. will build a large floating elvtr. to supplement the handling of grain at the Port Richmond Elvtr.

Mahlon Bolton, of Lehman & Bolton, died recently. The firm has been connected with the Commercial Exchange for the last 36 years, having become identified with it in 1878.

S. A. Willitts has succeeded A. B. Clemmer as chairman of the complaint com'te of the Commercial Exchanges. Mr. Clemmer now being sec'y of the exchange. Mr. Willitts is connected with E. L. Rogers & Co.

The Grain Com'te of the Commercial Exchange inspected the new Girard Point Elvtr. Feb. 10. Chairman Warner says that the officials assured him that the elvtr. would be put into operation by Mar. 1.

An effort is being made to have the farmers of the state raise wheat in place of tobacco as it is claimed that Pennsylvania wheat has the best milling qualities of all the wheat raised in the eastern states.—C.

Wm. R. Cornell, Jr., son of W. R. Cornell & Bro., recently committed suicide by inhaling gas. He had been in a sanitarium for some time on account of ill health and, escaping from his guards, rented a room in a nearby house.—C.

An up-to-date switchboard and new telephone booths have been placed on the floor of the exchange by H. Kolb, the new chairman of the room and fixtures com'te and other improvements for the convenience of the board members are contemplated.

On March 1 the new 1,000,000-bu. elvtr. of the Pennsylvania Ry. Co. at Girard Point will be put into full operation. The piers and railroad yards have been so designed and constructed that a congestion of cars is impossible. With a capacity of delivering more than 60,000 bus. of grain per hour to steamships, and the handling of 24 cars per hour, with many other important improvements, including new floating elvtrs. and barges, the Quaker City will demand first place among the grain exporting ports of the Atlantic Coast.—C.

Philadelphia grain dealers having private siding connections with railroads are becoming thoroughly aroused over the injection into the Interstate Commerce Commission rate hearing of the proposition that common carriers shall impose terminal charges. In opposing the imposition of a terminal charge, shippers point out that the rate from Chicago to Philadelphia is the same as from Chicago to Norristown, Chester and other points in the Philadelphia rate zone. They cannot understand why there should be a charge for running a car a few thousand feet over a private siding, when it is hauled without additional cost 18 miles, the difference in distance between Norristown and Philadelphia.—C.

PITTSBURGH LETTER.

Chief Inspector Chas. Culp has been off duty for some time on account of a sore hand.

T. J. Austen of Austen Bros. recently injured his leg when he slipped and fell. He has been confined to his home.

Mrs. Elizabeth P. Geidel, wife of John Philip Geidel, and mother of Philip Geidel of Geidel & Dickson, and J. A. A. Geidel of D. G. Stewart & Geidel, died Feb. 14. Both sons are well known in the grain trade.

The hay and grain warehouse of Adam Diehl's Sons, containing \$12,000 worth of grain, hay and feed, burned at 5 p. m., Feb. 9; loss, \$32,000. The warehouse of Wm. Faloon, adjoining the burned building, was slightly damaged by the fire but the smoke and water took heavy toll of the stock, the loss amounting to \$3,000.

SOUTH DAKOTA.

Forestville, S. D.—I am now agt. for the Northwestern Elvtr. Co.—L. A. Hagen.

Kaylor, S. D.—I have bot the elvtr. of F. F. Mayer.—W. R. Smith, Boyden, Ia.

Lebanon, S. D.—Carl Bjornson has purchased the elvtr. of the Western Elvtr. Co.

Flandreau, S. D.—O. J. Aaker has replaced the gasoline power in his elvtr. with electric.

New Effington sta. (Effington p. o.), S. D.—An elvtr. company has been organized at this station to build an elvtr.

Lake Andes, S. D.—Chas. Vesely has succeeded B. McArthur as mgr. of our company.—Farmers Co-operative Co.

Manchester, S. D.—We will probably build a new elvtr. at this station this year.—G. Hartviet, agt. Atlas Elvtr. Co.

Webster, S. D.—The Dakota Grain Co. of Edgeley has bot the elvtr. of Emil Huwe, Mr. Huwe retiring from the grain business.

Kampeska, S. D.—We have sold our elvtrs. at this station, Faulkton and Fern.—Western Elvtr. Co., Winona, Minn.

Dolton, S. D.—D. S. Glander will succeed D. J. Graber as buyer for the Hofer & Tschetter Grain Co., Mr. Graber having resigned.

Manchester, S. D.—The elvtr. of the Western Elvtr. Co. at this station has been torn down and the company is out of business here.—G. Hartviet, agt. Atlas Elvtr. Co.

Ben Clare sta. (Valley Springs p. o.), S. D.—We contemplate the rebuilding of our elvtr. at this station but have not fully decided to do so.—L. B. Spracher & Co., Sibley, Ia.

Kidder, S. D.—We have installed a No. 60 Marquis Cleaner in our elvtr. at this station and have also put one in our elvtr. at Havanna.—G. N. Norman, Norman & Mohn Elvtr. Co.

Colton, S. D.—The elvtr. of Hunter & Larson, operated by W. Z. Sharp, containing 15,000 bus. of grain, of which 10,000 bus. was barley, burned to the ground, at 10 a. m., Feb. 10; loss on building \$4,000; on grain \$5,000; insurance on building \$3,200, with grain probably covered.

Sioux Falls, S. D.—At a recent meeting of the executive com'te of the Farmers Co-operative Ass'n of South Dakota, resolutions favoring the establishment of government owned elvtrs., were adopted. A supplementary resolution was also passed favoring federal inspection of grain and the standardization of grades and weighing of grain in interstate commerce. The com'te will send a petition to the Sec'y of Agriculture Houston asking for an official investigation of the terminal markets.

Colton, S. D.—The fire in our elvtr. occurred at 10:30 a. m., Feb. 10, and started while I was out for a pail of coal. It is evident that the fire started from a leaky gasoline pipe or rather from the overflow pipe which at times does not carry the gasoline back to the supply tank. There was a crack in the intake valve casting and it appears that the gasoline must have been ignited from a spark from the explosion of the engine which had just been started. I was letting it run to get warmed up. When the fire started I opened all of the bins and ran out between 4,000 and 5,000 bus. of grain which was not damaged much. I do not know whether the elvtr. will be rebuilt or not and can not tell the amount of the loss as I am only the agt.—Reuben Larson, agt. W. Z. Sharp.

SOUTHEAST.

Lancaster, S. C.—A. L. Moore will open a grain com's'n office in this city according to report.

Leesburg, Va.—The L. S. Jenkins Grain Co., incorporated; capital stock, \$15,000; W. S. Jenkins, pres., and A. S. Jenkins, sec'y.

Richmond, Va.—The Acme-Evans Co. of Evansville, Ind., and the Philip Patterson Co., have been admitted to membership in the Grain Exchange.

Norfolk, Va.—The warehouses of Osterhout, Green & Co., containing a quantity of hay and grain, were damaged by fire, at 7 p. m., Feb. 15, the loss amounting to \$300.

TENNESSEE.

Dunlap, Tenn.—The plant of the New Dunlap Mlg. Co., containing a large amount of flour and grain, burned Feb. 12; loss \$17,500; insurance \$3,000. W. E. Contra is mgr.

Chattanooga, Tenn.—The new 250,000-bu. elvtr. of the Mountain City Mill Co. has been completed. The house is constructed of reinforced concrete and consists of a 24x32 ft. receiving house, 96 ft. high, nine 10x10 reinforced concrete mixing bins, 76 ft. high and 4 circular storage tanks of concrete construction, 32 ft. in diameter and 76 ft. high. The bins are surmounted by a steel frame, galvanized iron covered cupola, connected with the receiving house and containing the belt conveyor to the bins. A 36-in. belt conveyor running thru a tunnel 9 ft. wide and 10 ft. high under the bins, empties them into the receiving house which has 6 floors and contains a reinforced concrete scale pit and track receiving hopper. The equipment includes a receiving separator, milling separator and 4 scourers, a short elvtr. leg to the 2d floor and a long one to the 6th, the short leg having 2 openings in the boot, allowing wheat to be run in from the cars and also to be received from the trough conveyor belt in the basement, tripper and 5 elvtrs. used in connection with the cleaners. The Witherspoon-Englar Co. had the contract.

MEMPHIS LETTER.

R. P. Ranson, well known to the grain trade in this city, recently attempted to commit suicide, shooting himself, while despondent. He has not been active in the grain business for the last year.

Ernest Wheeler, formerly representing the interests of the Halliday mlg. and elvtr. companies in the south, will open an office in this city Mar. 1, conducting a brokerage business. He will retain the accounts of the Halliday Elvtr. Co. on grain and the Halliday Mlg. Co. on mixed feeds.

C. D. Stafford was re-elected grain and hay traffic com's'ner of the Merchants Exchange, at the recent meeting of the new board of directors and E. R. Gardner was again chosen to head the inspection dept. The following standing com'tes have been named by Pres. Clark: Call board, J. S. Denyven, E. W. Wyatt, A. C. Westervelt; local quotations on hay and grain, S. T. Pease, W. D. Moon, J. G. Burkle, C. F. Kolp and H. J. Hasenwinkle; grain inspection, V. L. Rogers, W. P. Brown, E. C. Buchanan, J. B. Horton and J. J. Wade; grain and hay arbitration, T. B. Andrews, A. C. Roberts, G. E. Patteson, Lee D. Jones and L. P. Cook.

TEXAS.

Aransas Pass, Tex.—The plant of the Aransas Pass Grain & Feed Co. burned Feb. 4; loss \$6,000; insurance \$700.

Wellington, Tex.—Ball Bros. have bot the grain and feed business of R. L. Rounds, M. C. & R. H. Ball compose the firm.

Fort Worth, Tex.—C. D. Ferguson of the A. B. Crouch Grain Co. has been admitted to membership in the Grain & Cotton Exchange.

Bay City, Tex.—The R. M. Wayne Grain Co. has opened for business in the P. A. McLendon Warehouse and will deal in grain, feed and hay.

Galveston, Tex.—H. A. Wickstrom has succeeded J. H. Upschulte as chief grain inspector of the Board of Trade, Mr. Upschulte having resigned.

Paris, Tex.—Phillips & Peters have opened an office in the Fitzpatrick Bldg., and will conduct a brokerage business in grain, grain products, flour and real estate.

Fort Worth, Tex.—The Burrus Mill & Elvtr. Co. will build 6 round tanks of 150,000 bus. capacity. Work will be started at once on the addition which will cost \$12,000.

Palestine, Tex.—The warehouse of the Farmers Union, operated by the Palestine Grain Co., burned recently. The building was a total loss, the loss on contents being \$3,500, covered by insurance. The building was not insured.

Fort Worth, Tex.—The Arbuckle Elvtr. now in the hands of the wreckers, was built in 1899 by Frank Cockrell and was bonded for \$225,000. It had a capacity of 1,000,000 bus. and its destruction practically leaves North Texas without any large elvtrs.

Hillsboro, Tex.—The Hillsboro Grain & Elvtr. Co., recently dissolved, had no connection with us. Our firm is a partnership. The elvtr. of the other company burned Dec. 12, 1912, and there is no elvtr. at this point now.—E. H. Crenshaw, Hillsboro Grain Co.

WASHINGTON.

Tacoma, Wash.—The new warehouse of the Tacoma Grain Co. is 60x72x90 ft., being of frame construction on a concrete and piling foundation.

Walla Walla, Wash.—The Kerr-Gifford Grain Co. of Portland, Ore., will close many of its agencies along the Nor. Pac., according to report. The agencies and docks at Portland, Tacoma and Seattle will be continued as will a few of the smaller stations. The Balfour-Guthrie Co. is reported to be negotiating for the warehouses that are to be closed.

Colfax, Wash.—The Farmers Union recently held a meeting in this city and discussed the questions of handling grain in bulk, buying grain sacks, binding twine, etc. The union announced that it was planning to build several new elvtrs. and to handle much of the grain in bulk. A number of terminal reports were read showing that the terminals are making preparations to handle bulk grain thru large terminal elvtrs. and that ships are being prepared to carry bulk grain. The prediction was freely made that the bag question would be not only solved but eliminated at an early date.

Olympia, Wash.—The Public Service Com'n has decided that the rate law requiring second hand grain and flour bags to be branded "second hand" in order to receive the low rate, is just and has declined to authorize the refund of overcharges on such shipments to the Washington Grain & Mfg. Co. The company complained that the reduced rate was not allowed merely because an entire package of bags was marked "second hand" but not each individual one as provided in the law. The com'n holds that the law protects milling companies against possible use of second-hand bags by unscrupulous competitors, as such a competitor otherwise could refill the bags with inferior goods.

WISCONSIN.

Walworth, Wis.—Chas. Van Schaick has succeeded E. A. Peterson as mgr. for the Milwaukee Elvtr. Co.

Tomah, Wis.—New officers of the Farmers Elvtr. Co. are N. J. Forest, pres.; J. Mosher, vice-pres., and F. Baumgarten, sec'y and mgr.

MILWAUKEE LETTER.

Traffic Mgr. Geo. A. Schroeder of the Chamber of Commerce has been elected pres. of the Milwaukee Traffic Club.

The following opinion of the com'te of the rules of the Chamber of Commerce was made recently in an application of the com'n rule in an instance where a grain firm of this city had bot a certain quantity of corn from a shipper at a net price. A portion of the sale was not filled by shipment of the corn, but the shipper directed that the purchaser buy in the balance at this market, at the same time placing a limit on them. The Milwaukee firm had the corn sold to a local manufacturer and this fact was known to the shipper. The decision is as follows: The shipper entered into a contract to ship a certain quantity of corn. In directing the purchaser to buy in a portion of the sale they are commissioning him to render a service for which he must be compensated, for certainly it is the duty of the seller to fill his contract. Had another concern here been requested to buy in this corn, a commission would assuredly be charged for that service.

E. O. Wright of Menominee was elected pres. of the Wisconsin State Millers Ass'n at the recent annual convention in this city.

Chief Weigher F. F. Clapp has been making a study of the increases in the size of car loads of grain at this market. The figures given are for 1914 and 1904: Wheat 1,225 bus., corn 1,275 bus., oats 1,900 bus., barley 1,380 bus., and rye 1,135 bus.; compared with 1,100 bus. of wheat, 950 of corn, 1,300 of oats, 950 of barley and 800 bus. of rye per car 10 years ago.

The C. M. & St. P. notified the Chamber of Commerce, Jan. 1, that beginning with that date, it would assess a charge of \$2 for lumber needed for "grain-dooring" box cars that are loaded on its rails at this market for delivery to industries located on the C. & N. W. at Milwaukee. Mgr. Schroeder of the freight bureau of the Chamber of Commerce immediately called attention to the Western Trunk Line Rule which provides that "suitable grain-door boards will be furnished at all loading stations for use in cooping cars, etc.," and claimed that it is the duty of the carrier to furnish proper equipment, etc., for transportation of grain, the new rule being a direct contradiction of the W. T. L. rule. He said: "Our shippers demand suitable cars for the safe carriage of bulk grain; cars that have proper grain-tight doors and are in all respects free from any defects, etc., that might cause loss of grain in transit." He also notified the carrier that his dept. "could not recognize the instructions received from its operating dept."

WYOMING.

Laramie, Wyo.—The Crystal Ranch Co. has bot the mill and elvtr. at this point and the elvtr. at Burns, from M. J. O'Connell. We formerly owned this plant and A. W. Augspurger, who is pres. of the Crystal company, was our mgr.—B. M. Roberts, Overland Cereals Co.

Jacob Hauss, Wapakoneta, O., Dead.

Jacob Hauss, pres. of The Hauss & Bitler Co., Wapakoneta, O., died Feb. 11 at St. Petersburg, Fla. He and Mrs. Hauss left Wapakoneta Feb. 5 to make their annual trip south. He was apparently in the best of health and spirits, but he became ill on the train and was obliged to stop at Jacksonville, Fla., for medical attention. He later went on to St. Petersburg, and there died.

Mr. Hauss was born 58 years ago at St. Marys, O. At the age of 16 or 17 he went to Wapakoneta. Some time later he established an elevator, taking Philip Jacobs as his partner. In 1890 he bot out Mr. Jacobs' interest in the business and operated the elevator alone. Six years later he sold out to William Bitler and Philip Jacobs and became cashier of the local bank, but in 1902 he again bot out Philip Jacobs and entered the grain business with William Bitler under the firm name of The Hauss & Bitler Co. Mr. Hauss owned a fine farm north of Wapakoneta and took an active interest in agricultural matters, being sec'y of the Auglaize County Agricultural Society.

Mr. Hauss left a widow and two sons, Eugene A. and Winfield H. Hauss. Burial was on Sunday, Feb. 15.

FOOD AND DRUGS Act decisions and rulings will hereafter be published by the United States Department of Agriculture in a series of "Service and Regulatory Announcements" instead of on loose sheets, as has been done to date. These announcements will also contain rulings given by letter to individual inquiries.

Supreme Court Decisions

Crop Mortgage.—Where a real estate mortgage embraced the crops to be grown on the land, it takes priority over a subsequent crop mortgage executed by the mortgagor and his tenant who cultivated the property.—Wilson v. Draper, Court of Appeals Alabama. 63 South. 779.

Seed Order Blank.—Where a seed company issued advertisements containing blank coupon to be used in ordering its catalogue, in which there was a blank space for the insertion of the name of the local dealer of the prospective customer, that did not render the customer's local dealer the agent of the seed company.—Ross v. Northrup, King & Co. Supreme Court of Wisconsin. 144 N. W. 1124.

Stoppage in Transit by Seller.—The placing of goods sold on credit in a warehouse does not defeat the seller's right of stoppage in transitu, unless they are subject to the buyer's order and control; and there can be no delivery to the buyer on mere order for delivery, unless it is actually delivered and demand for the goods made under it.—Monaghan Mills v. Gilreath Mfg. Co. Supreme Court of South Carolina. 80 S. E. 18 194

Crop Lien.—Under the express provision of Code 1907, § 4743, the owner of land who furnishes it and a team to cultivate it stands, as to one who furnished the labor, upon an agreement to equally divide the crop raised, in relation of a hirer, vested with the possession and full legal title thereto, leaving the laborer a mere lien thereon for the value of one-half.—Willard v. Cox. Court of Appeals of Alabama. 63 South. 781.

Shipper Can Recover for Leakage of Oil Arriving Short.—A shipper is entitled to recover for loss of freight during transportation where he establishes the loss, unless the carrier is excused from liability by reason that the freight was not shipped in proper containers, which caused the loss, or unless the B/L exempted it from liability.—Revilla Fish Products Co. v. American-Hawaiian Steamship Co. Supreme Court of Washington. 137 Pac. 337.

"Check In Full."—The sending by a debtor of a check in full and the acceptance thereof by the creditor cashing it is not a payment in full, where the check is for a less sum than the amount admittedly due, and hence a plea of payment by check which sets forth facts justifying the inference that the amount paid was less than the amount admittedly due is fatally bad.—Louisiana Lumber Co. v. J. W. Farrior Lumber Co. Court of Appeals of Alabama. 63 South. 788.

Sale of Hay in Stack.—Where title to a stack of baled hay passed to the buyers on the making of the contract of sale, subject to an agreement to adjust differences in weights on the removal and weighing of the hay, the duty of keeping the stack protected by fences, etc., and preventing its removal by third persons was on the buyers; they being required to account to the seller for the entire stack.—Reed v. McDonald. District Court of Appeal, California. 136 Pac. 506.

Purchase on Margin.—The relation between a customer and a broker as to stocks purchased and carried by the broker on margin is that of pledgor and pledgee; but, since the stock has never been delivered to the customer, the broker may hypothecate it, and sell it for the payment of an indebtedness due thereon, and, on payment by the customer, the broker is not restricted to a delivery of the specific stock purchased, but may deliver other of like kind, and the customer can never secure possession until he has paid the indebtedness due on the stock.—In re Mercantile Trust Co. Court of Appeals of New York. 103 N. E. 884.

Transient Merchants.—Under Code, §691, providing that the mayor of an incorporated town shall have exclusive jurisdiction of all actions or prosecutions for violations of city or town ordinances, the mayor had exclusive jurisdiction of a suit against a transient merchant to recover a license imposed on him by a city ordinance for doing business within the town, and hence such action could not be maintained in the district court.—Town of Scranton v. Hensen. Supreme Court of Iowa. 144 N. W. 1024.

Demurrage.—Under a tariff schedule of a railroad company requiring the payment of demurrage after 24 hours on the arrival of cars at their destination and notice to the consignee, where cars were to be delivered at the yards of the company for reconsignment, a notice of their arrival at such yards, without more particular designation, is sufficient, and demurrage is assessable after 24 hours from the giving of the notice.—United States v. Erie R. R. Co. United States District Court, New York. 209 Fed. 283.

Warranty of Hay.—In an action for breach of a warranty that hay sold to plaintiff was first-class, clean, and well cured, of superior quality, fit to bale and to feed to stock, evidence held to show that at the time of the sale it was not of the quality warranted. In an action for a breach of warranty in the sale of goods, the sale price is prima facie evidence of the value of the goods had they been as warranted.—Vaupel v. Lamply. Supreme Court of Indiana. 103 N. E. 796.

A Consignor May Sue for the loss of goods, though another be named in the B/L as consignee; it being presumed that the consignor has title; hence where the consignor was the agent of the owner, an action for loss of goods may be maintained in the name of the consignor for the use of the owner, this being simply a case of undisclosed principal, the B/L not having been indorsed over to the owner, and the railroad company not being liable to him under Code 1907, § 5546, as holder.—Southern Ry Co. v. Brewster. Court of Appeals of Alabama. 63 South. 790.

Signing B/L.—A shipper who signs a contract limiting the carrier's liability, after seeing that the goods were properly described therein, but without reading the entire contract, is bound thereby in the absence of any fraud practiced by the carrier's agent. A shipper who is bound by a limited liability clause in a contract of shipment, made in consequence of a lower rate, is chargeable with notice that the limited liability clause was executed in consideration of the charge of the lower rate.—Davis v. Northern Pac. Ry. Co. Supreme Court of Washington. 137 Pac. 464.

Arbitration.—Under 1 Comp. St. 1910, p. 106, § 6, providing that every arbitrator shall take an oath to faithfully and fairly hear the cause and make an award, the failure of the arbitrator to be sworn before proceeding, and to proceed without giving a hearing to the parties, was fatal, whether the arbitration was made as a rule of court or not. The parties to an arbitration are entitled to notice of the time and place of hearing, irrespective of statutory requirements, and an award made without an opportunity for a hearing is invalid.—Crystal Ice & Cold Storage Co. v. Elmer. Court of Chancery of New Jersey. 89 Atl. 247.

Burning of Sold Hay Before Delivery.—Plaintiff sold hay in his barn to defendant, agreeing that it should remain there until pressed and hauled away, and some days thereafter defendant saw the hay, estimated the quantity, and subsequently sent a man to press it, and on plaintiff's request gave him a check for \$100 and took his receipt for "\$100 advanced on sale of hay *** to be delivered," and while the hay so remained in the barn it was destroyed by fire. Held, that there had been no delivery of the hay, so as to enable plaintiff to maintain an action for the price, or for recovery on the check.—Watson v. Cameron. Supreme Judicial Court of Maine. 89 Atl. 143.

Right to Proceeds of Draft.—Where the drawer of a draft, when depositing it with a bank for collection, indorsed it to the bank, and the bank credited the drawer, as a depositor, with the amount, the bank did not thereby become the purchaser of the draft, since its liability was not absolute, but conditioned upon the collection of the draft; hence the proceeds of the draft, in the hands of another bank to whom it had been forwarded for collection, belonged to the drawer, for which he could maintain assumpsit, and, as such, was subject to garnishment by his creditor.—Stone's River Nat'l Bank v. Lerman Milling Co. Court of Appeals of Alabama. 63 South. 776.

Oral Contract.—Defendant, by letter, offered hops, which plaintiff accepted, at 30 cents per pound, with an agreement to advance 5 cents a pound for the whole amount, and on immediate answer to call the trade closed, and defendant wired his acceptance on condition that plaintiff advanced a certain amount, and stated that plaintiff might have all the crop except a lot sold to another buyer, whereupon plaintiff made the advances required, and forwarded a formal written contract which defendant refused to sign on the ground that the hops had been previously sold. Held, that such informal writings established a contract between the parties.—Loewi v. Long. Supreme Court of Washington. 136 Pac. 673.

Surrender of B/L.—Where it is provided in the B/L "that the surrender of the original order B/L properly indorsed shall be required before the delivery of the property," this provision is prohibitory against the railroad company and prohibits the railroad company from delivering the property until the B/L is indorsed, and there should be no delivery until such provision is complied with or excused. When a B/L is outstanding, the railroad company delivers goods at its peril without requiring the B/L, and if it so delivers them to some one other than the bona fide holder for value of the B/L, it is liable to him for conversion of the goods.—First Nat'l Bank of Clarkston v. Oregon-Washington R. & Nav. Co. Supreme Court of Idaho. 136 Pacific 798.

Suit against Seller in County of Residence.—A contract for the sale of corn for delivery on board cars in the county of the residence of the seller for transportation to another county binds the seller to perform in the county of his residence, and an action for his failure to deliver corn of the quantity contracted for must be brought in the county of his residence, though bills of lading with drafts attached, drawn by the seller on the buyer, were placed in a bank in that county and by it transmitted to the county of the residence of the buyer, and, where an action is brought in the county of the residence of the buyer, the seller may file a plea of privilege, and the cause must be transferred to the county of his residence.—Southwestern Grain & Seed Co. v. Blumberg. Court of Civil Appeals of Texas. 162 S.W. 1.

Disclaimer of Warranty by Seed Dealers.—Where the catalogue of a seed company contained a printed disclaimer of any warranty and the shipping tag also declared the same fact as did the invoice of the shipment, which recited that, if the purchaser would not accept the goods on those terms, they might be returned, and the money refunded, a purchaser of seed is bound by the disclaimers, and cannot recover on an implied warranty that the seed furnished should be of the kind ordered, for the law requires men, in their dealings with each other, to exercise proper vigilance and apply their attention to those matters that may be supposed to be within the reach of their observation. Where there is a general custom that seed is not warranted, it is unnecessary for the seller to notify the purchaser that he does not warrant the article by placing disclaimers on the packages and invoices.—Ross v. Northrup, King & Co. Supreme Court of Wisconsin. 144 N. W. 1124.

Sample Envelopes

Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.

TULLAR ENVELOPE CO.
67 Larned St. Detroit, Mich.

Cover's Dust Protector

Rubber Protector. \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., SOUTH BEND, IND.



Transit Leaks

are unknown to the grain shippers who use

Kennedy Car Liners

Enormous Increased Sales prove the Efficiency, Merit and Serviceability of these liners.

The Kennedy Car Liner

is the only device offered the grain shipper that makes a car Leak-Proof.

CHEAP—MODERN—PROFITABLE

Write now for particulars

The Kennedy Car Liner & Bag Co.

SHELBYVILLE, INDIANA, U. S. A.

MOISTURE TESTERS



With Copper Flasks, for gasoline, gas, alcohol or electricity, or with Glass Flasks, for gas or alcohol, conforming exactly with government specifications.

Prices \$30.00 upward.

Free Booklets.
Instant Delivery.

Sieves, also, for percentages of cracked and broken corn.

HESS WARMING & VENTILATING CO.

907 Tacoma Bldg., CHICAGO

MAKERS OF

HESS DRIERS

The Original Brown-Duvel
Tester for Alcohol.
Price \$32.00.

Ask us for a Free copy of the Federal Corn Grades, printed on heavy board. You'll be sure to want it for reference.

There was a man in our town,
And he was wondrous wise;
He swore (it was his policy)
He would not advertise.

But one day he did advertise,
And thereby hangs a tale:
The "ad" was set in quite small type,
And headed "Sheriff's Sale."

Supply Trade

Omaha, Nebr.—The Hall Distributor Co. announces, among other sales, one of a Hall Signalling Grain Distributor to the Union Iron Works, Decatur, Ill.

Pontiac, Ill.—Geo. Sathoff, grain elevator builder, has recently taken a position with the Burrell Eng. & Const. Co., Chicago, maintaining his present headquarters at this place.

Chicago, Ill.—B. I. Weller, for many years associated with Jas. Stewart & Co., grain elevator builders, has recently opened offices in the Webster Bldg., as a manufacturing agent.

Chicago, Ill.—Raymond Gilson Sykes, head of the Sykes Sheet Metal Works, and for many years a resident of Chicago, died recently at his home, after an illness of more than a year.

Chicago, Ill.—The Burrell Eng. & Const. Co. has recently opened a branch office at Spokane, Wash., with C. R. Schain in charge. It announces also the closing of its Detroit office in the Chamber of Commerce.

Chicago, Ill.—The Edgar Steel Seal & Mfg. Co. has secured a contract from the Great Northern Railway Co. for that company's seal supply covering a period of five years. In addition to being a very large and desirable order, it is a testimonial to the working efficiency of the Edgar Steel Seal.

Minneapolis, Minn.—One of the very interesting features of the new and elaborate booklet publish by The Day Co. is the page illustration showing a panorama view of a number of Minneapolis grain elevators. Of the 17 plants shown, all but one are equipped with the Day system. The urgent need of equipping grain elevators with adequate dust-collecting systems is being more and more recognized. There are many "helpful hints" and useful information, plans and descriptions in this excellent piece of circular matter. It will be gladly sent to readers of the Journal upon their direct request to the Day Co.

Pittsburgh, Pa.—The grain trade is not the only one that recognizes the efficiency of Avery automatic scales. The failure following attempted weighing of coal by hand in the boiler room, using a beam scale, is responsible for the adoption of automatic scales for that purpose. One Pittsburgh Power Plant, having 20 boilers, has recently supplied each one with an Avery Automatic Scale. With regular counting register there are recording registers on the switchboard, which permit the amount of coal being consumed by each boiler being seen at any time. Another nice order was that one from the City of Pittsburgh for 7 automatic scales for the weighing of coal for pumping stations.

Chicago, Ill.—The call for Placards showing the new Federal Corn Grades is extensive, and the Hess Warming & Ventilating Co., who supplies them free, is busy mailing them to inquirers. The grain inspection offices in the larger cities have been supplied with copies for distribution, but the Hess Co. is glad to send them direct, on request.

Buffalo, N. Y.—The action of the Steel Elvtr. Const. Co. against F. A. Stock and others of Hillsdale, Mich., has resulted in a verdict of \$5,000 and interest, in favor of the plaintiff, who sued for \$13,000, alleged balance due on its contract for constructing a grain elevator at that point. The defendants alleged faulty construction and counter-claimed \$17,000.

Minneapolis, Minn.—The news of the sudden death of L. O. Hickok, of L. O. Hickok & Son, elevator builders, will be a shock to his many friends and patrons, among Journal readers. The death occurred at his home, of heart failure, on Feb. 24. For many years Mr. Hickok has been a well known figure in the Northwest grain affairs. Prior to his engaging in the construction of grain elevators, he was a buyer of grain, operating mainly in Wisconsin, in the early eighties. A man in the prime of life, he had earned a reputation for ability and fair dealing, that will cause him to be long remembered.

Minneapolis, Minn.—The increasing popularity of the Englehart Flexible Spout Holders and car loader is shown by the list of those ordered for L. E. Taylor & Co. last month as follows: Western Mlg. & Elev. Co., Idaho Falls; Buhl Mlg. & Elev. Co., Buhl; Filer Mlg. & Elev. Co., Filer, Idaho; Loveland Mlg. & Elvtr. Co., Loveland, Colo.; Wheatland Elvtr. Co., Victoria, Kansas; Cambridge Milling & Elev. Co., Cambridge; W. O.

Kay Elvtr. Co., Malad; St. Anthony Mlg. & Elvtr. Co., St. Anthony, Ida.; G. W. Van Dusen Co., at Hecla, Raymond and Wessington, S. D.; Watkins Grain Co., Watkins; F. Mullin, Hutchins; H. H. Mullin, Britt; Yost & Workman, Stockport, Ia.; Greenwald Elvtr. Co., Greenwald, Minn.; Morrisson & Thompson, Kokomo, Ind.; Skewis Grain Co., Henderson, Minn.; Hunting Elvtr. Co., Plymouth; Kunz Grain Co., Luverne, Ia.; C. E. Webber, Goodfield, Ill.; Farmers Elvtr. Companies at Murdock, Minn.; Walford, Palo, Northwood, Pier-son, Joice, Manly, Grinnell, Olds, Morning Sun, Rockville and Winfred, Ia.; Mr. Peter Hatterscheid, Corwith, Ia.; and Farmers Elevator Co., Lake Benton, Minn.

H. W. Caldwell & Son Co.'s New Catalog.

Catalog No. 38 of the H. W. Caldwell & Son Co. is an attractively gotten up book of 797 pages with gray cloth binding. In every particular the book is of high quality, and the Caldwell Company can rightfully boast that it is the finest catalog devoted to elevator equipment, conveying and power transmission machinery ever issued.

In every particular the catalog is beyond criticism. The illustrations are excellent; the paper stock is of a fine book quality, and the reading matter is brief and to the point.

In the rear of the book are given formulas and tables for calculating the capacities and horse-power required for the various kinds and sizes of conveyor. Tables are also given for figuring rope and belt drives for calculating gears; also the weights of various shapes of metal, and complete instructions on splicing ropes.

The Caldwell Company is to be congratulated on the artistic appearance and high practical value of its new catalog. It lists everything the elevator man needs for his grain handling and power equipment. A free copy will be sent by the H. W. Caldwell & Son Co. to readers of the Grain Dealers Journal upon application.

A Metal Car Seal.

Two-ply steel of the ordinary kind furnished by the steel manufacturers is used in making the new style of seal shown in the engravings, which besides its low cost has several practical advantages.

Opening the seal invariably breaks off the numbered end, making it impossible to tamper with the seal without detection.

The seal is of the exact size shown in the three engravings, the metal being about 1-32 inch thick with four holes punched as shown in Fig. 1.

Two of these holes are shaped to weaken the metal making it easy to bend into a triangle, the third hole has a narrowed slot into which the neck is pressed after the head on the end of the seal has been passed into the hole as in Fig. 2. Sealing is completed by bending the fourth hole, leaving the head protruding thru it and the number visible as in Fig. 3. To open the seal the numbered



Fig. 2. Head of Metal Seal.

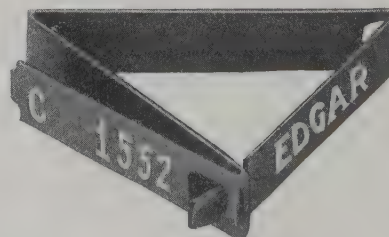


Fig. 3. Sealing Completed.



Fig. 1. The Edgar Metal Car Seal. Actual Size.

end must be raised from the position shown in Fig. 3 to that in Fig. 2, breaking the metal.

This seal may be used with any type of door connection. With a 2-pin hook it is necessary to put the seal thru one pin only. It may also be used with the hasp and staple without a pin, if for any reason it is impossible to seal thru the pin. Additional information regarding this seal will be given on application to the manufacturers, the Edgar Steel Seal & Mfg. Co.

SANTOS, BRAZIL, was the destination of 150,000 bus. of grain loaded Jan. 30 into the steamer Raithwaite at Portland, Me., the first time in the history of this port that a cargo of grain was sent to South America.

A Full Platform Wagon Dump.

A full platform wagon dump suited especially to the needs of districts where farmers draw large loads and occasionally use three horses abreast, has been brought out by L. O. Hickok & Son, the well-known elevator builders, to meet the needs of northwestern elevator men.

These wagon dump platforms are provided with a very large shaft and are controlled at the front end by either a McMillin Dump Controller, which uses oil, or an Eagle Dump mechanism. The wide platform illustrated herewith in a tilted position is installed in a 16-foot platform wagon scale, with the platform dropping into the pit, so any grain which lodges on the platform will run off into the pit.

The driveway is wide and roomy and affords all the space needed for horses and wheels. The entire floor is unobstructed. The platform is released by a lever, which is not shown in the engraving, and its action is controlled by the oil controller attached, so there is no jolting or jarring.

Across the front end of the platform is an apron designed to prevent the horses from stepping back into the pit. The platform used in this North Dakota elevator is 5 ft. 11 in. wide, by 11 ft. 6 in. long, being designed to accommodate wagons of any width treads, also sleighs. Rubbing irons are provided in the platform to take the friction of the wheels, and when sleighs are dumped a block is placed behind the runners to prevent sleigh slipping when platform is tilted.

This style of platform has been in use several years in the northwest and has met with favor wherever installed.

A Grain Dealer Handles Coal Without Gloves.

The Hinckley Grain Co., Hinckley, Ill., has the honor of having the most up-to-date coal handling plant. The building is 32x50 on the ground, and for a height of 10 feet is concreted. On top of that for 22 ft. more is cribbing, so that the total height of the plant is 32 ft. There are ten bins in the upper part of the building of 90 tons cap. each. In the basement are five more bins for storage purposes which have a capacity of 200 tons, thus making the total capacity of the plant 1,100 tons.

All coal is dropped from hopper bottom cars into a receiving sink, from which it is carried on an endless belt just high enough to drop into the buckets of the leg which elevates it to the top of the building. These buckets are 18x24 inches, and hang on bars with two-foot centers. At the end of each bar on each side are wheels. This makes an endless conveyor which travels the full length of the building. When the buckets reach the top of the building the conveying arrangement turns and the wheels run on a track. Wherever it is desired that the coal be dropped into a bin, a tripper tips the buckets and the contents are dropped.

One would imagine that the coal would be broken by the long fall to the bottom of the bin, but this is compensated for by having 22 in. shelves projecting from the face of the wall every two feet. This makes a step arrangement and the coal gradually reaches the bottom.

The loading of wagons is accomplished by lowering a gate and letting the coal run over the gate into the wagons thus avoiding any wear on the bottom of the bins. Coal running into farmer's wagon is run over a screen and the company is able to sell strictly clean coal.

The plant is operated by a 7½ h. p. electric motor and the cost of unloading a 50-ton car averages about 75 cents for power and it is accomplished in about two hours.

The machinery was furnished by the American Conveyor Co. and the plans were drawn by W. T. James. The erection of the plant was accomplished under the direction of D. H. Doeden, mgr. of the Hinckley Grain Co. A number of changes were made in the original plans so as to make the plant an effective working unit.

Mr. Doeden reports that his coal sales have trebled in volume and that one sale means another one. Convenience and efficiency is the watchword of the Hinckley Grain Co.

Spring Time Is Drier Time

Then the corn that has stayed soft all winter will begin to make you lay awake nights.

If you have a **HESS DRIER** to guard your bins you can rest easy—and incidentally, you can make some money out of the other fellow's "soft corn."

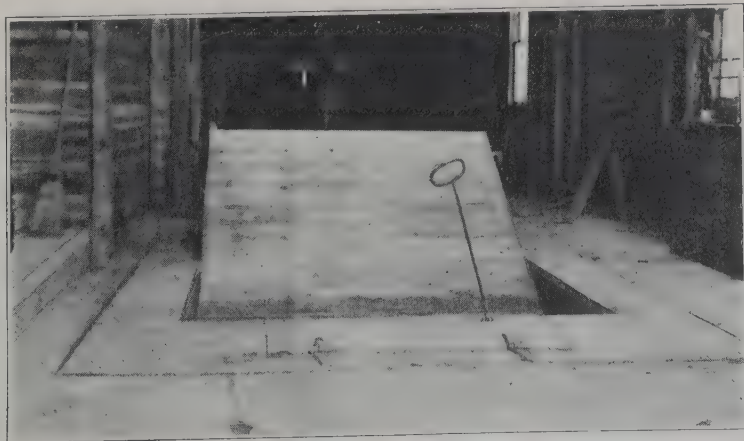
There's time yet to get ready.

Hess Driers are kept in stock, ready for instant shipment. Order this morning and we ship this afternoon.

Wire, telephone or write—we're at your service **QUICK**.

Hess Warming & Ventilating Co.
907 Tacoma Building
CHICAGO

FEDERAL CORN GRADES take effect July 1st. We send, free, a large placard to hang in your office, showing the new rules. Ask for one.



Full Platform Wagon Dump Introduced by L. O. Hickok & Son.

Feedstuffs

K. & E. NEUMOND, New Orleans, have registered the words "Goldnes Kalb" for its brewers' grain.

THE JOSEY-MILLER Co., Beaumont, Tex., will build a mixed feed mill at New Orleans, La., some time this year.

The Belle Fourche Commercial Club of Belle Fourche, S. D., raised \$15,000 recently for the construction of an alfalfa mill.

GEO. B. MATTHEWS & SON, New Orleans, have registered the word "Crescent" together with a horse's and a mule's head over a crescent as a trademark for its horse and mule feed.

THE TUSCARAWAS CHEMICAL Co., New Philadelphia, O., was recently incorporated for \$10,000 by C. C. Murphy, W. O. Beeman and A. C. Whitall of Ulrichsville, O., to manufacture "Near Nature", a stock food.

THE TAUNTON GRAIN Co., Taunton, Mass., was prosecuted in the district court Feb. 5 for violation of the state feedstuffs law; but as the company showed that it acted in good faith, the case was dropped.

BERTHOUD, COLO., Feb. 14.—We have had a very successful winter's business in our alfalfa mills, all of the product for the past two months being fed at home; and about 60 cars of meal will be shipped in.—Lovejoy Bros.

THE AMERICAN MAIZE PRODUCTS Co., Portland, Me., and New York, N. Y., has registered the words "Amazo" and "Cream of Corn" as trademarks for its bran, chopped feed, grits, gluten feed, corn-oil meal, and other corn products.

MISBRANDING was charged against H. E. McEachron Co., Wausau, Wis., by government pure food inspectors who seized Dec. 11, 1913, at Cincinnati, O., 600 bags of wheat bran labeled "wheat bran," whereas it consisted of wheat bran, screenings and chaff.

IN INDIANA 196,752 tons of feedstuffs, not including condimental feeds, were sold in 1912, 17,752 tons more than in 1911, according to W. J. Jones, Jr., state chemist. Fees for feed inspections and tags for the year ended June 30, 1913, amounted to \$31,981.90.

T. M. DINSMORE & Co., Baltimore, Md., recently awarded a contract to the Burrell Engineering & Construction Co. to build a feed plant consisting of a two-story brick and frame warehouse 50 by 70 ft. and a 25,000-bu. elevator. Two single-roller mills will be installed.

ARGENTINE BRAN caused a break in the New York market recently. It was offered at \$2 to \$3 per ton under the ruling quotation for the domestic bran and brot down the domestic bran from \$27 to \$24, at which figure considerable feed was purchased and in time the price worked back to \$26.

VIOLATIONS of the Massachusetts feedstuffs law caused the arrest Jan. 29 of Judson C. McKenzie and William H. Meek, Fall River, Mass., the one for selling a mixed feed that did not come up to the analysis on the bag and the other for selling feed unlabeled. The violations were purely technical as both dealers merely distribute feeds manufactured outside of the state.

THE SEARS FEED MILLING Co., New Orleans, La., has been reorganized with R. H. Hartner, Gulfport, Miss., as pres. and C. E. McFarland as vice-pres., and with the additional funds available the company expects to commence operations by Mar. 1. Its plant has a capacity of 120 tons daily of "Stafolife" feeds.

OMER G. WHELAN, Richmond, Ind., recently gave H. C. Teeter contract for a feed mill, 20 by 60 ft., three stories and basement, brick construction; equipped with 3 high 9x18 rolls, No. 8 Bowsher Crusher, Monitor Cracked Corn Grader, Monitor Grain Cleaner, and Western Corn Sheller, all driven by electric motors.

O. L. HUNTER appeared as claimant of the 600 sacks of wheat bran recently seized by the Government officials at Cincinnati, O., for being in violation of the Pure Food and Drugs Law. Mr. Hunter consented to an order condemning the bran and was allowed to give bond that it would not be used for the purposes prohibited by the law.—S.

USERS OF MIXED FEEDS in large quantities are generally experienced and buy only the better class of feeds at high prices, but the small consumer, feeling the pinch of poverty, too often seeks a grade of feed that sells for less than high class goods, and is easily caught by the low grade, trashy feeds bearing catchy names. However, the consumer is learning that cheap feeding stuffs, no matter what names they bear, are quite likely to result in hardship to the animals that are fed on them and to the owners of such animals as well. Therefore, better facilities for manufacturing mixed feeds, the education of the consumer as well as the manufacturer, the demand for high class goods by the consumer and the desire of the manufacturer to meet that demand, have brot about a very general development both from a moral and economical standpoint in this branch of the industry, and we look for even greater development along this line.—J. D. Turner, Kentucky State Feed Inspector.

A HOG CHOLERA fund of \$500,000 is provided by a bill passed by Congress Feb. 18. This bill provides the necessary money to fight the cholera and dourine, a horse disease.

CONSIDERING the fact that Argentina has a big crop, that it can be shipped free of duty into this country and that such a small per cent of our corn crop comes to market after March 1 and that reserves are large where practically all of the corn that comes to market after March 1 comes from, we believe that prices will seek a lower level. How low we have no idea, but we do believe that the present situation in corn will be emphasized as the price declines.—Adolph Kempner Co.

THE U. S. DEPT. OF AGRICULTURE will be completely reorganized if Congress passes the bill reported in the House of Representatives Feb. 20 by Chairman Lever of the agricultural committee. This bill, which appropriates \$18,047,000 for the Department's use, changes the name of the Bureau of Statistics to the Bureau of Agricultural Forecasts, increases the appropriation for the new Office of Markets from \$50,000 to \$200,000, provides \$353,060 for the investigation of road-building methods, and appropriates \$257,000 for the purchase, propagation and free distribution by congressmen of seeds, plants and bulbs.

Safety Resolutions.

The Millers Mutual Casualty Insurance Co., of Chicago, is sending copy of its Safety Resolutions to grain dealers and millers in all parts of the country. None of those who are so fortunate as to obtain a copy of these resolutions will hesitate to post them in a conspicuous place. The more influence exerted by the elevator owners and operators in an effort to prevent accidents about moving machinery, the fewer accidents will occur. No doubt many accidents are due to the employee's lack of knowledge of the danger that is around him. Those who investigated the cause of accidents in flour mills and grain elevators maintain that fully 95% of them can be prevented through the exercise of more caution on the part of the employees. No man is so lacking in human sympathy as to be dull to the necessity of making every effort to save life and limb where possible.

The resolutions issued by the Casualty Co. follow:

I hereby resolve that during the entire year

1 I will not "take a chance" when I can accomplish the same result in any way that is safe.

2 I will not put my hand into conveyors, elevator heads, legs or boots, nor reach into a roll for any purpose whatsoever.

3 I will bend every protruding nail or remove the board before the nail is stepped on. I will take pains to see that every ladder used is firm and stable.

4 I will be careful of my clothing and have no ravelings on my sleeves or trousers, or loose flaps on coat or jumpers, that can be caught by belts, shafting or machinery.

5 I will exercise as much care for the safety of others as for myself. If an accident occurred to one of my fellow workers which could have been prevented by any act or suggestion of mine, I would be as morally guilty as if I had caused it.

6 I will not experiment or fool with machinery I do not understand, nor will I undertake to do anything except in the manner and to the extent that I am instructed to do it by the foreman or superintendent over me.

7 I will dignify my work and give the best that is in me in return for my employment, for it will represent the sum of my life's accomplishment. I will not indulge in horse-play nor play practical jokes on my fellow employees while on duty.

8 I will keep cool in every emergency. Collected thought and efficient action requires a cool head and will prevent accidents and save life where excitement will only add to the danger and tend to cause the loss that a cool head could prevent or save.

9 I will discourage and condemn all acts of false bravery which are only to "show off," as it is only the moral coward who will expose himself to unnecessary danger and his family to suffering and want in an effort to establish an "I don't care" reputation. Such as he are the first to blame others or cause trouble if hurt.

10 I will Think Safety, Talk Safety, and Practice Safety All the Time in order that I and all others working with me shall be what our Creator intended, whole and perfect in mind and body, and capable of helping and protecting others instead of becoming a burden to those whom it is my duty to aid and support.

SPOILAGE of grain exported caused the Russian Minister of Commerce on Feb. 10 to issue an order prohibiting the exportation of grain which did not come up to certain standards.

THRESHERMEN are required by House bill 10942 to register their machines with the county clerk of the county in which they reside and to make out daily reports showing the quantity and kind of grain threshed each day, these reports to be forwarded by the county clerk to the Sec'y of Agriculture not later than Jan. 1 of each year. This bill was introduced Dec. 18 by Mr. Baltz, referred to the committee on agriculture and on Feb. 4 referred to the committee on the Census.

ELEVATOR FIRES FOR Eleven Years.

The Grain Dealers Nat'l Mutual Fire Ins. Co., since its organization, has carefully compiled statistics on elevator fires in hope of detecting and reducing the most productive causes.

During 1913 five fires were extinguished with only one small claim amounting to \$190.69. The amount at risk on the property saved was \$18,300. During the eleven years this makes 15.2 per cent of fires occurring in grain elevators put out by use of brine barrels and buckets on which there was a liability of \$292,650.

During the eleven years ending Dec. 31, 1914, 480 fires were reported in grain elevators, 41.5% of these resulted in total loss, 38.5% in partial loss and 20% no claim for loss.

The following facts regarding these fires shud help elevator owners to eliminate a number of hazards from their plants and thereby greatly reduce the cost of mutual insurance:

Kind of Power Used.

Steam power	36.5 per cent
Gasoline power	54.2 per cent
Horse power	.8 per cent
Water power	.4 per cent
Electric power	2.9 per cent
No power	5.2 per cent

100 per cent

Time of Day When Fires Occurred.

7:00 a. m. to 7:00 p. m.	39.0 per cent
7:00 p. m. to 7:00 a. m.	49.0 per cent
"No time given"	12.0 per cent

100 per cent

Causes of Fires for Eleven Years.

Locomotive sparks	74	15.4	\$130,595.98
Lightning	137	28.7	65,087.37
Friction	52	10.8	110,982.03
Origin in power and			
cob house	35	7.3	76,383.70
Outside exposure	50	10.4	61,611.19
Supposed incendiary	12	2.5	33,790.74
Unknown	51	10.6	147,158.62
Spontaneous combustion	22	4.6	65,570.85
Tramps	8	1.7	20,735.50
Exhaust pipe	5	1.0	4,603.42
Leaky supply pipe	5	1.0	34.35
Defective wiring	1	.2	5,506.54
Overheated stove; defective stovepipe	11	2.3	13,183.08
Miscellaneous (less than 1% each)	17	3.5	19,687.57

480 100 \$754,931.44

Western Grain Dealers Mutual Report.

The annual report of the Western Grain Dealers Mutual Fire Insurance Ass'n for the year 1913 shows total receipts, including cash on hand Jan. 1, 1913, as \$60,422.68; total disbursements of \$32,207.28, and cash on hand Jan. 1, 1914, \$28,215.40. Disbursements include \$7,704.11 fire losses, \$5,249 refunded advance assessments, \$7,558.24 dividends paid to policy holders, \$3,128.64 paid for re-insurance, and \$7,154.51 paid out for operating expenses.

The company had ledger assets of \$30,372.12 at the close of the year, and \$2,308,618.09 insurance in force Jan. 1, 1914, a gain of \$439,106.46 during the year.

THE MISSOURI COMMISSION appointed to investigate fire insurance conditions in the state advocates a law creating the position of state fire marshal with power to investigate incendiary fires and issue fire protection regulations; also a law giving the state insurance superintendent discretionary power in licensing fire insurance agents and authority to fix fire insurance rates; and prohibiting the over-insurance of property.

By REACHING into the feed roll of a feed grinding machine, Raymond Cantrell lost three fingers at the plant of the Republic Flour Mill Co., Republic, Mo., and recently collected \$7,500 damages from the company after suing for \$10,000.

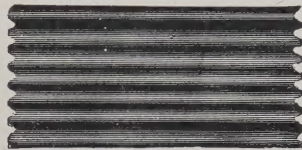
WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary

Write for Information
Regarding Short Term Grain Insurance

GALVANIZED CORRUGATED Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c



THE SYKES COMPANY, Chicago, Ill.
Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

THE KENTUCKY INSURANCE BOARD is given greatly added powers, including that of fixing rates, by Senate Bill No. 109 introduced Jan. 19 by Seldon R. Glenn of the Com'ite on Insurance Companies. This bill passed the House Feb. 13 by a vote of 52 to 25, and is now before the Senate.

TRI-STATE MUTUAL Grain Dealers Fire Ins. Co.

of
Luverne, Minnesota

Percentage of Premiums Returned Since
Organization

1903	96 per cent
1904	42 per cent
1905	26 per cent
1906	83 per cent
1907	85 per cent
1908	61 per cent
1909	5 per cent
1910	72 per cent
1911	35 per cent
1912	60 per cent
1913	35 per cent

E. A. BROWN, Pres. E. H. MORELAND, Sec.
V. E. BUTLER, V.-P. B. P. ST. JOHN, Treas.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents
of same at Cost.

Insurance in Force \$18,433,615.45. Cash surplus \$473,253.91.

GEO. POSTEL, President G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois.

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS

SAFETY FIRST

MEANS

Sound limbs and health, a steady job and prosperity,
and is practical

FIRE PREVENTION

Our Motto has always been

"SAFETY AND SERVICE"

Millers National Insurance Co., Chicago, Ill.

Western Millers Mutual Fire Ins. Co., Kansas City, Mo.

Ohio Millers Mutual Fire Insurance Co., Canton, Ohio

Pennsylvania Millers Mut. Fire Ins. Co., Wilkes Barre, Pa.

Mill Owners Mutual Fire Insurance Co., Des Moines, Ia.

The Millers Mutual Fire Insurance Co., Harrisburg, Pa.

Texas Millers Mutual Fire Insurance Co., Ft. Worth, Tex.

Michigan Millers Mutual Fire Ins. Co., Lansing, Mich.

Grain Dealers National Mut. Fire Ins. Co., Indianapolis, Ind.

Our Mutual Fire Prevention Bureau at Oxford, Mich., can help you.

Patents Granted

Link and Block for Conveyors. No. 1,087,905. (See cut.) Valentine K. Horn, Richmond, Ind. The block and links are of sheet metal. The links are detachable by virtue of a lip, lug and tongue at each end of the block.

Conveyor Apron. No. 1,087,848. (See cut.) Werner Studer, Cedar Vale, Kan. This apron consists of a flexible sheet and curved slats having solid cores and a key rod inserted in the apron between and above the curved slats.

Grain Purifying Process. No. 1,087,684. (See cut.) Earl H. Reynolds, Chicago, Ill. The grain is moistened superficially with a solution of common salt until it attains a moisture content of about 15%. It is then exposed to sulfurous whitening fumes.

Seal Lock. No. 1,087,020. (See cut.) Raymond H. Jones, Marysville, Cal. This device consists of a locking mechanism including a bolt, a device for moving the bolt into the locking position, an abutment to prevent the bolt from being unlocked after once being locked.

Wire Support for Seed Corn. No. 1,087,263. (See cut.) Herman Schultz, Parkersburg, Ia. This device consists of a hanger supporting 8-shaped members having spines projecting from the lower end and so disposed that the spines are always at right angles to those immediately above and below.

Grain Door. No. 1,087,837. (See cut.) Herman J. Schweitzer, Putney, S. D. This door consists of two movable sections, one section equipped with a pinion, rack bar, dog and arbor, and the other section with a second rack bar eccentrically mounted and a pinion having an arbor projecting to engage an operating tool.

Conveyor. No. 1,086,522. (See cut.) John H. Gilman, Ottawa, Ill., assignor to King & Hamilton Co., Ottawa, Ill. This conveyor consists of two shafts mounted on a supporting frame, conveyor sprocket wheels secured to these shafts, and a conveyor sprocket chain provided with flights operating over the wheels. The driving sprocket wheels are loosely mounted on the shaft and connected to the conveyor wheels by means of a chain. Slip-clutch connections between the shafts and the driving wheels enable the tension of the conveyor and the driving chains to be automatically adjusted.

Automatic Weighing Machine. No. 1,087,838. (See cut.) Charles D. Scott, Topeka, Kan. This device consists of a receptacle provided with a discharge chute, a series of slidable shelves arranged above each other under the chute, a hopper above the receptacle which delivers grain into it thru a discharge spout regulated by means of a lever operated by the automatic weighing machine.

Grain Tester and Seed Separator. No. 1,087,746. (See cut.) Alfred C. Engelstad, Kathryn, N. D. This device consists of a receptacle having a funnel-shaped partition above and a cone-shaped partition underneath, both with holes in their centers and both covered with a fibrous material for catching certain seeds or grains. A screen above these partitions removes the larger impurities from the grain or seeds.

Seal. No. 1,087,081. (See cut.) Kingman Nott Cather, Chicago, Ill. This seal has a series of depressed characters on its face, which extend half way thru the body of the seal, thereby weakening it and causing it to shatter completely when struck. These depressions also serve to identify the seal. One edge of the seal is twisted out of alignment and one corner is cut away in irregular fashion in order to prevent the incorrect insertion of the seal within the lock.

Process for Drying Corn. No. 1,086,950. (See cut.) Charles W. Stanton, Mobile, Ala., assignor to The Mobile Co., Mobile, Ala. In this process corn is first heated and then cooled in airtight chambers under a high vacuum. The apparatus consists of two connected chambers, one above the other, the upper one provided with a receiving spout and the lower with a discharge spout, together with an air pump connected to the chambers and means for heating the one and cooling the other.

Grain Door. No. 1,086,780. (See cut.) Orin J. Miller, Hurdsville, N. D. This door consists of two sections hinged together, each capable of swinging independently. A rod extends across the door opening and slides on vertical guides. The two sections of the door are provided with means for attaching to this rod and swinging outwardly. Two flanged rails on the sides of the door opening hold the door in place, and a pulley and trolley arrangement pull the door up and store it under the roof of the car when not in use.

Car Door. No. 1,086,602, 1,806,603 and 1,806,604. (See cut.) Philip C. Merker, Cedar Rapids, Ia. This door consists of two leaves, each leaf being made up of vertical sections connected by hinges and all so arranged that the door may be swung back and folded against the outside

of the car. The entire door may also be raised on the pintle rods to which the leaves are hinged and a special horizontal ventilating door, hinged to the bottom of the car, swung in place. The locking device controlling all three sections consists of a locking arm supported on one leaf and held in place by a guard flange and a fastening device on the other leaf.

Western Canada's Rapid Development.

The rapidity with which western Canada has been developed is shown by the astounding increases of acreage under cultivation. In 1913 Manitoba had 2,804,000 acres in wheat, 1,398,000 acres in oats and 496,000 acres in barley; Saskatchewan had 5,720,000 acres wheat, 2,755,000 acres oats and 332,000 acres barley; and Alberta 1,512,000 acres wheat, 1,639,000 acres oats and 197,000 acres in barley. This gives a total for the northwestern provinces of 10,036,000 acres wheat, 5,792,000 acres oats and 1,025,000 acres barley.

In 1910 these provinces had 7,867,894 acres wheat, 3,880,604 acres oats and 667,072 acres barley; in 1905 the figures were 3,941,369 acres wheat, 1,697,170 acres oats and 370,850 acres barley; and in 1900, 2,495,466 acres wheat, 833,390 acres oats and 162,557 acres barley.

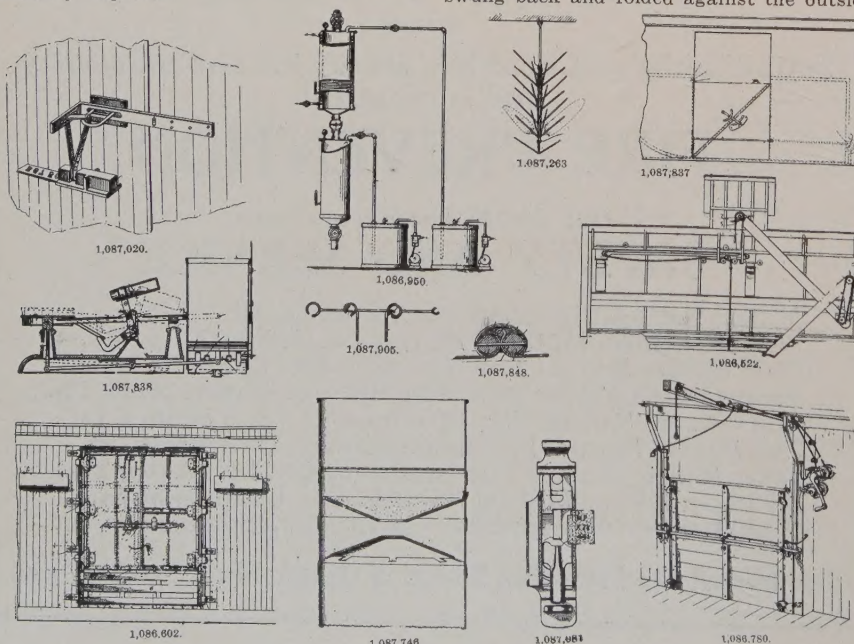
Stated in grand totals, the northwestern provinces had total acreages under the three cereals named as follows: In 1913, 16,853,000 acres; 1910, 12,415,570 acres; in 1905, 6,009,389 acres, and in 1900, 3,491,413.

In 1913 Saskatchewan produced 121,559,000 bus. of wheat, 114,112,000 bus. of oats and 10,421,000 bus. of barley, compared with 4,306,091 bus. of wheat, 2,270,057 bus. of oats and 187,211 bus. of barley in 1900. Last year this province produced more wheat than the largest wheat-producing state in this country, Kansas, gathering in a crop greater than that of Ohio, Indiana, Iowa and Michigan combined. Saskatchewan is now the largest cereal producing province in the Dominion, growing in 1913 twice as large a crop as Manitoba, which ten years ago held the leadership and in 1900 produced six times as much grain as Saskatchewan.

Books Received

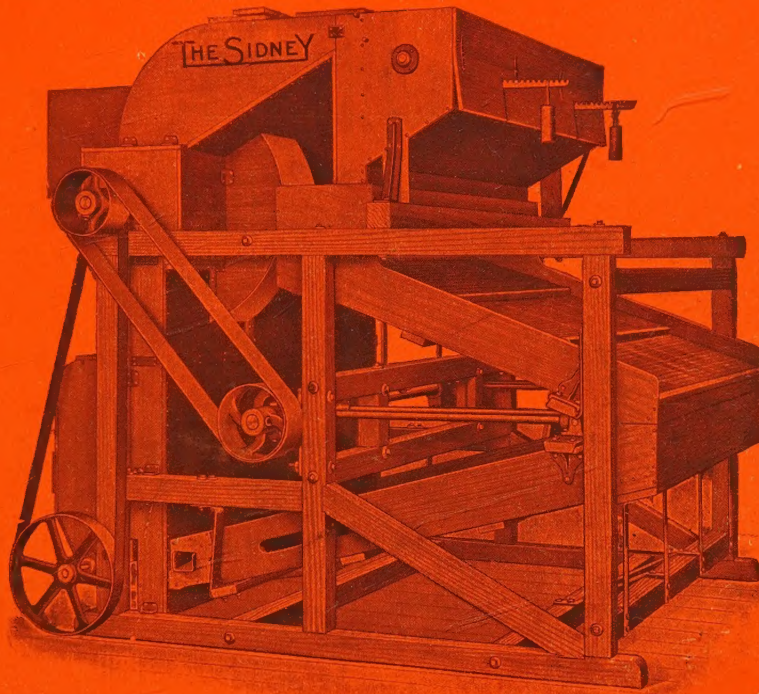
PURDUE UNIVERSITY AGRICULTURAL EXPERIMENT STATION'S 26th annual report for the year ended June 30, 1913, contains full information concerning the activities of the station's various departments. Paper covers, 88 pages; Purdue University Experiment Station, Lafayette, Ind.

NEW CURRENCY LAW.—A chart of the salient features of the new federal reserve and currency law has been prepared by Marshall M. Ferguson, showing graphically the organization and operation of the system and all powers and responsibilities of the banks under the new system. A descriptive picture on a subject of this kind is often of much more help and value than the same information in pamphlet form. For a year or more until the new system is completely organized and for some time thereafter bankers and merchants will find the need of a ready reference authority such as this chart supplies. It is 11 by 17 ins. and intended to be framed. Copies will be sent to readers of the Grain Dealers Journal without charge on application to the banking firm of Hayden, Stone & Co., New York and Boston.



THE SIDNEY LINE

Established 1859



What the grain dealer wants in a Cleaner is to separate his shelled corn from the cobs and clean the corn of all husks, small cobs and foreign substances in one operation; clean oats and wheat, and put same in a marketable condition to get the very best grade possible. This is what the Sidney Cleaners are designed to do—perfect screening surface, best of air aspiration.

With the ordinary grain Cleaner when changing from one kind of grain to another it is necessary to stop the machine and change screens, but with the Sidney Double Shoe Corn and Grain Cleaner this change can be made in a minute's time by simply turning a two-way distributing valve and setting over the air valves. No change of Screens necessary.

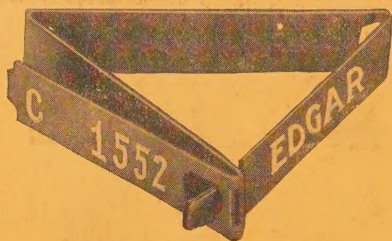
The Heart of a Grain Elevator

We have prepared an interesting booklet on Sidney Corn Shelling and Grain Cleaning Machinery. Read this booklet before deciding on your new equipment. Write for a copy today.

Sidney Chain Drag Feeders, Smith's Safety Manlift, and Smith's Overhead Wagon Dumps are also necessary to complete an up-to-date Grain Elevator Equipment.

THE PHILIP SMITH MFG. CO., Sidney, Ohio

Complete Stock at Enterprise, Kansas



The EDGAR Steel Car Seal

Easily and quickly applied. Positively cannot be tampered with without being broken in several pieces. Ask:

Wichita Board of Trade,
Kansas City Board of Trade,
Kansas Flour Mills Company,
Kansas Milling Company,
Wichita Terminal Association,
St. Louis Terminal Association,
Great Northern Railway Company.

*Write for sample and further
information*

The EDGAR Steel Seal & Mfg. Co.

W. J. McKone, Sales Manager

836 Transportation Bldg.,

Chicago, Illinois

UNIVERSAL GRAIN CODE

For use of

Grain and Milling Trades

We recommend it. The trades endorse it.

**Save telegraph toll. Keep your
business to yourself. Prevent
Expensive Errors.**

Its 146 pages contain 13,745
expressions, printed on policy-
bond paper, and bound in black
flexible leather—size 7x4 $\frac{5}{8}$ inches.

Price \$3.00

GRAIN DEALERS JOURNAL

315 So. La Salle St.

Chicago, Ill.

WELL ER-MADE

**SPIRAL CONVEYORS
ELEVATOR BUCKETS
BELT CONVEYORS
CAR LOADING SPOUTS
POWER GRAIN SHOVELS**



Unusual care in manufac-
turing and high quality ma-
terials are two reasons why
WELLER Machinery lasts so
long and satisfies so well. Red-

ucing handling costs in elevators and mills is our business.

Minimize your power-transmission costs by the use of
WELLER equipment:

Rope Drives
Bearings
Gears

Friction Clutches
Shafting
Belting

Ask for No. 20 Catalog

WELLER MFG. CO.,

CHICAGO

New York Office: 50 Church Street



NINETY- THREE THOUSAND

dollars represents
the latest reported
loss occasioned by
loss of life and in-
jury to employes, ex-
clusive of the immense
property loss, in dust explosion
in an elevator.

To avoid a repetition of such
catastrophes, install a DAY
dust collecting system.

Send for latest catalogue

The DAY Company
MINNEAPOLIS, MINN.